CYCLE NEWS®

WEST ★★★ Volume XIII : Number 48 : December 7, 1976 75¢

BOB HANNAH BEATS ROGER D

Hurricane destroys Phoenix rocky roll

PHOENIX, AZ. NOV. 28
Bob 'Hurricane' Hannah won the Phoenix International Raceway rock-strewn mess. Left spinning in the Hurricane's wake was a contingent of foreign visitors including five-time world champion Roger DeCoster, Gerrit Wolsink, Adolf Weil, Graham Noyce, Alberto Angiolini, Jos Klumper, Dario Nani, Bruno Morselli, Akira Wantanabe and Nicky Kinoshita.

No one was seriously injured in the rapid coming and going of the Hurricane, but the aftermath was said to have left several egos badly bruised. Control was provided by Thomas Croft who softened much of the blow during the second part of the storm. Gaylon Mosier of Huntington Beach, CA, who stayed as close to the eye of the Hurricane as possible, declared it was the most amazing thing he had ever witnessed. Complete story page 6.

Sin City Road Races

Team Lester Wheels won the 24-hour race, beating four other entries by 142 laps even after parking their Kawasaki at the 23rd hour. Gusting winds whipped up blinding sand and pushed temperatures down to minus 16 degrees during the long, hard endurance event. Story:page 20.

Riding OSSA's 77 Phantom and Husky's new 390 and 250 p.10 and 16

Meet Bob Balentine

On page 36

PHANTOM DUCK RUN

Over 150 riders (estimated) joined the Phantom Duck on his second annual trail protest trek from Barstow to Las Vegas, Saturday November 27. Also en route were various Coyotes, Foxes, Camels, and other assorted fauna, riding everything from a square-barrel Greeves to (Appropriately enough) an Ossa Desert Phantom.

See page 18

Mitch Mayes hurt

Desert/Baja winner Mitch Mayes is hospitalized with two crushed vertebrae following a crash near the smoke bomb at SGVMC's Hare & Hound in Lucerne Valley Saturday. Apparently he had gotten out of shape in a wash and hit a "sand mogul".

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THE LATEST POOP BY PAPA WEALEY

Look in the Results Section for the Official F.I.M. World Championship Standings for 1976 in both Road Racing and Motocross. Among the notables are Pat Hennen, third in 500cc GP road racing; Marty Smith, fourth in 125 motocross; Jim Pomeroy, fourth in 250cc motocross; Brad Lackey, fifth in 500cc motocross; and Gary Nixon, second in Formula 750 road racing. Hennen was also eighth in Formula 750 standings, with Steve Baker tenth.

News item from the L.A. Times: 14-million-year-old whale fossil found in the Santa Monica Mountains. The finder? A 22-year-old student, trail riding on his motorcycle. Reggie Sully's find was described as having worldwide significance by scientists. Contrary to what the Sierra Club would have California policymakers believe, we're not all environmental illiterates.

American representation in the World Individual Speedway Championship program was doubled effective in 1977. Two American riders, to be selected through AMA qualifying events, will be seeded to the Inter-Continental Final Round of the program, just one step away from the World Finals, to be held in Sweden. In 1976 Scott Autrey was the lone U.S. representative in the eliminations.

Remember the rumors of Jim Pomeroy's split with Bultaco? It's all true. Look for "Bimbo" on a Honda for 1977, racing motocross in the United States. He'll ride 250cc and Open class.

Heikki Mikkola will ride a Yamaha in the 1977 F.I.M. 500cc Motocross Grands Prix.

Butler and Smith's all-conquering BMWs will not be seen at AMA Superbike Production road races in 1977. Helmet Kern of Butler and Smith put it this way: "We plan not to participate. Do you know of anyone who does?" Alas, we don't, and it looks like the already-thin Superbike Production ranks will be even slimmer next season.

Kawasaki's Racing Department is no more. According to Tim Smith, formerly known as Kawasaki Racing Director, there will be no official "Green Meenie" road racing in 1977. The only racing the company will do will be with Gary Semics and Jimmy Weinert in motocross (250cc and 500cc), and that effort will be under the auspices and budgetary control of the Quality Assurance Department. Steve Johnson and Rick Jones are the sole surviving "racing" employees — they tune for Weinert and Semics. Randy Hall has been moved to R & D, and Tim Smith still isn't sure what his new capacity will be in the Technical Operations Department.

There will be Kawasaki road racers at Daytona, however, because Kawasaki continues to race in Australia, Europe, and Japan. The Australians will be at Daytona, the U.K. team is a maybe. But as for an effort from Kawasaki Motors Corporation in the United States — forget it.

There are still parts available for the six KR250s and three KR750s floating around out in privateer land. There is a long-shot chance that Kawasaki will go Production racing, but, as Smith puts it, Kawaski "GP racing is through."

Wild Rumors Department: Is it true that high-level American Honda executives have been discreetly asking representatives of other manufacturers for handy hints as to how to go about Production road racing in the United States? Is it true that Honda wants to get back into racing to boost sales among hard-core enthusiast types looking for a thrilling ride? Hard to say, because the corporate body known as "Honda" is very inscrutable.

AMA received FIM sanction for five point-paying World Championship events in 1977. In addition to established Motocross Grands Prix at Carlsbad, California (500cc) and Lexington, Ohio (125cc), there will be a world observed trial and two F750 Road Races. The road races will be held at Daytona International Speedway and Laguna Seca Raceway. A special revision of the FIM code was necessary to grant two F750 events to the AMA, an unprecedented move on the part of the FIM. The code now states that any nation which is over 2,500 kilometers wide may obtain more than one event within a given world series if all other proper applications from other nations have been considered. The two events must be run at least 1,700 kilometers apart from each other. No site has been selected yet for the Observed Trial which will be held in the U.S.

The 1977 International Six Days Trial will be held at Povatska Bystrica in Czechoslovakia, September 5-10. Sweden is the likely location for 1978. Canada has applied for the 1979 ISDT and the FIM withheld granting that request pending successful organization of an international two-day trial event in Canada next year.

Beginning in 1977, all events within world championship series will count toward the final standings. Previously, a "half-plus-one" formula was used. For example, in a nine-race series, only the best five scores of each rider would count. The new system should provide better competition for the world titles and guarantee that top riders will be on hand for all series events.

The Fall FIM Congress stated that in the 1977 Spring Congress (March 26-29 in Geneva, Switzerland) the nature of Formula 750 racing would be examined with the thought in mind of making it a formula more representative of production equipment. Suggested changes include raising the maximum engine displacement to 1,000cc, which could usher in sweeping changes in the series. Approved this fall was raising the minimum displacement for Formula 750 equipment from 350cc to 501cc. Also at the request of the AMA, the distance of F750 events was changed. Previously, all point-paying F750 events had to be at least 200 miles long and at most 500 miles. The acceptable distance now is 200-500 kilometers. Races may be run "straight through" or in two heats.

One of the men responsible for the BMW Superbike Production racers of the 1976 says that Butler and Smith pulled out because their bikes had been developed to their limits without design changes. Since design changes and monetary support from the BMW factory in Germany were not forthcoming for 1977, Butler and Smith just plain quit.

Next meeting of San Diego County's Citizens ORV Committee is December 14 at 7:30 p.m. in the County Administrative Center, Rm 335A, 1600 Pacific Hwy., San Diego, Ca. These folks are among the few who are heavily involved in forcing consideration of riders' needs into the government planning process. Drop on in and get involved yourself. They're always welcoming new blood and new ideas.

Typo correction Dept: ATA's address for El Trial De Espana entries should read 338 N. Glen Rose, Orange, Ca. 92669. The grand raffle prize this year is a 250cc Sherpa T, while a Honda TL125 goes to the faithful checkers in their own separate drawing.

Harry Everts, 1975 250cc Motocross World Champion on a Puch, will take Jim Pomeroy's place for Bultaco in 250cc Grands Prix.

For those of you who missed Leapin Larry Huffman's silken tones last year due to Anaheim's baseball-tuned sound system, Stadium Sports is truckin' in their Superbowl speakers. Guaranteed to shiver the seats and make the elves at nearby Disneyland blush.

Riders in the Rio Grande Valley of Texas were saddened by the loss of Mark Mitchell from McAllen. He was killed in a traffic accident returning from a motocross November 14.

The idea of a "King Kong" jump at Stadium Sports' American MX Final in Anaheim stadium tweaked at least one artist's mind, as you'll see in their ad this week. The idea of moving all that dirt, and all that structural reinforcement going in and out of the Astros' playground for one event tweaked ours, too. How can Goodwin afford it? Well, they hire this big monkey, see . . .

After the Anaheim race, the Goodwin organization will have had back-to-back experiences with two distinct forms of motocross: one traditional and one created specifically for the stadium venue. Maybe now the "pro" and "anti" stadium critics will pipe down and let the fans choose their favorite way to watch.

World Long Track Champion Ivan Mauger is interested in broadening the equipment formula for long track speedway. He suggests that the class be open to all single-cylinder four-stroke machines with engine capacities up to 750cc. The current limit, as for short track Speedway, is 500cc. It seems unlikely that Mauger will have much success with his idea in the near future. Seen any 750cc singles lately?

Another piece of trivia which has been kicked around of late is whether or not Jay Springsteen is the youngest Grand National Champion ever. A bit of

digging into AMA files proves that he isn't . . . but he sure came close. Brad Andres won the title in 1955 as a rookie at age 19. A bit of calculation shows that Andres was just five days younger than Springsteen was when he locked up his title at Ascot Park last month.

(Continued on page 20)

How to put Recreation back into the Parks & Recreation Department

By CC

You are being mugged. It is against the law for the California State Parks & Recreation Department to exclude dirt bikers' recreational needs from their "priorities." The thief has his hands in your pocket. What are you going to do about it?

Call on the law to make him stop? The crook has good lawyers. No, the answer is *organize*. Organize for protection. The thief is the Sierra Mafia in the Sacramento Capitol. They won't be satisfied with money; the fix is in, they want to kill off a whole way of life.

You gotta remember, the Sierra Club has about the same amount of members as the AMA. But they don't ride, they don't even hike, most of them. They just hate — hate motorcycles, hate commerce, hate people.

But are they ever organized!

California dirtbike recreation must organize to beat the Sierra Mafia in Sacramento or else the only dirt we'll ever get from the state will be on the end of that well-known stick. We have the nucleus of our necessary consumer organization in Motorcycle Owners, Riders, and Enthusiasts of California, better known as MORE. I call on the president of MORE to unleash the organization by going the Sierra Club one better. Charge $15 annual dues for the few thousand MORE members who presently care enough to belong, only remit $5 back to the chapters for local expenses. Set dealer dues at $100 a year and remit $80 back to the local chapter where the dealer does business. This is how the Sierra Club affords to operate, only they don't have dealers.

Another thing that the Sierra Mafia doesn't have is a good newspaper. California has Cycle News. With us and a solvent consumer organization (like MORE could be), we could put the Recreation back into the Department of Parks & (?). ●

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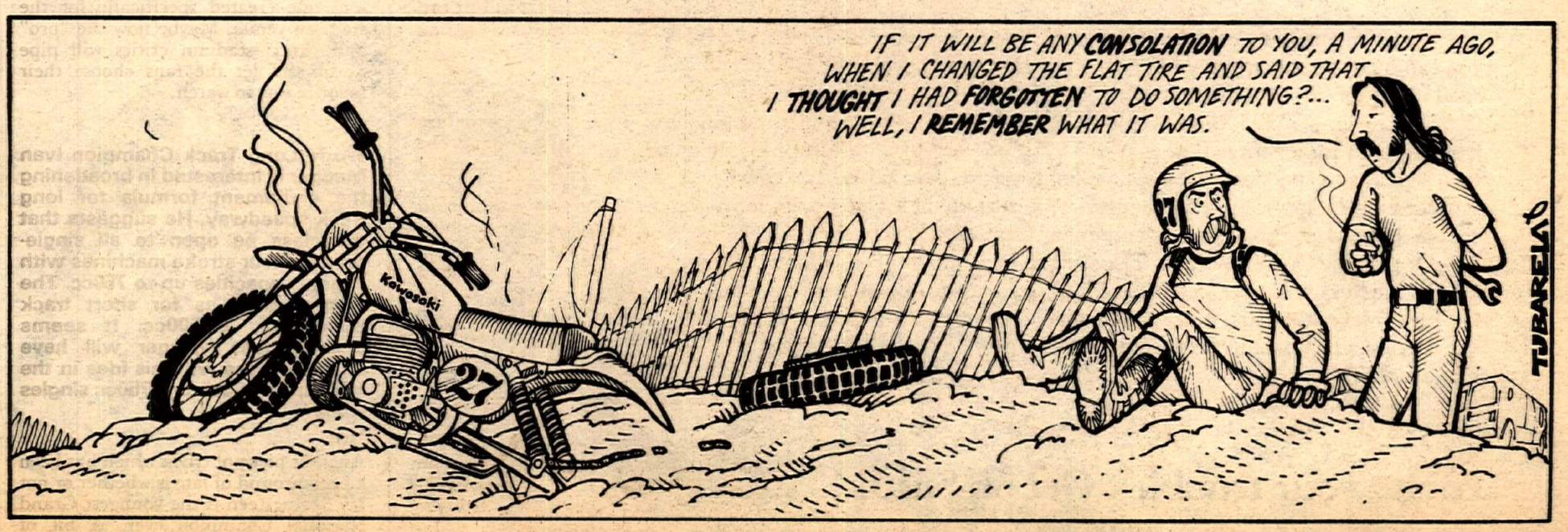

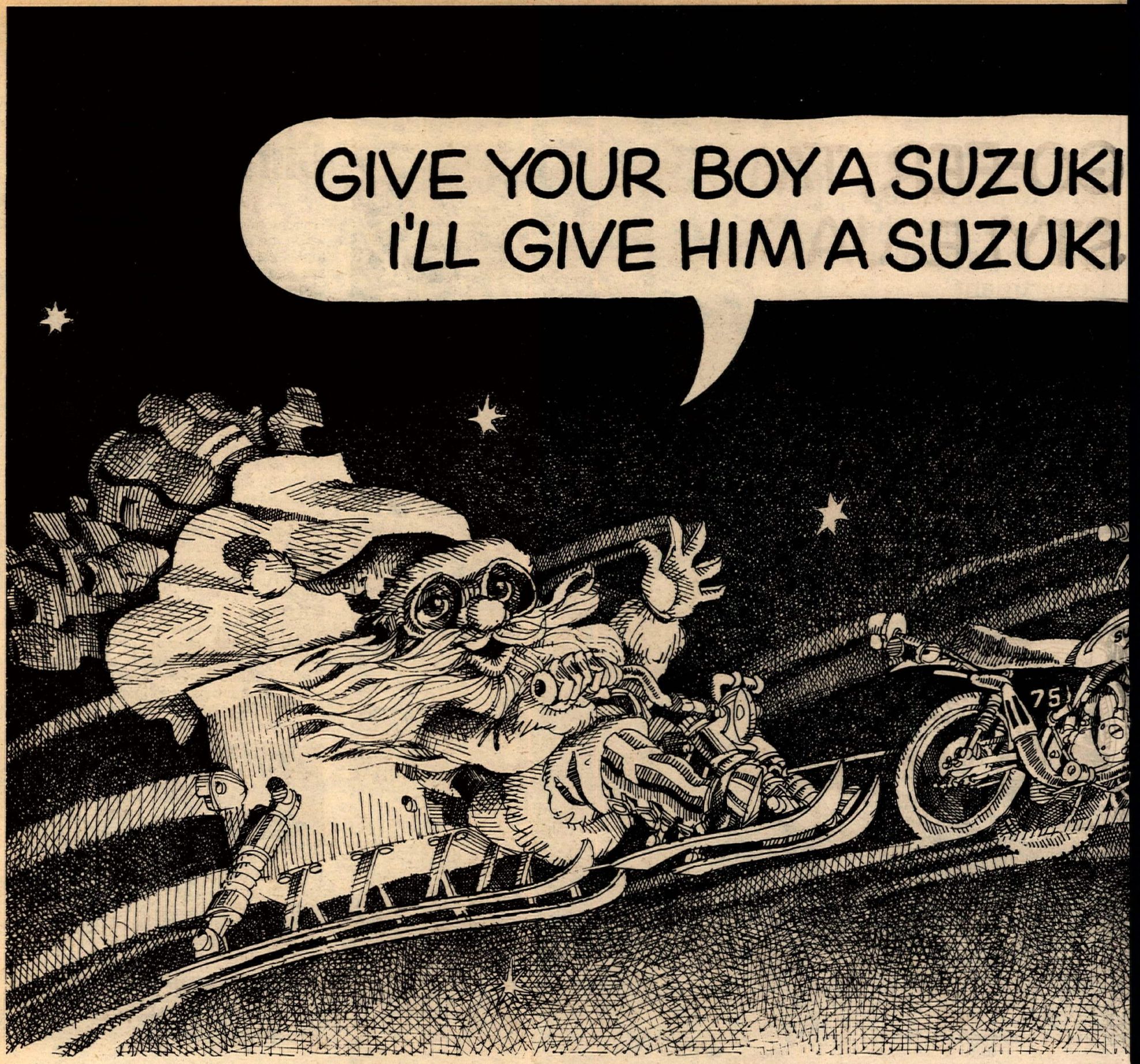

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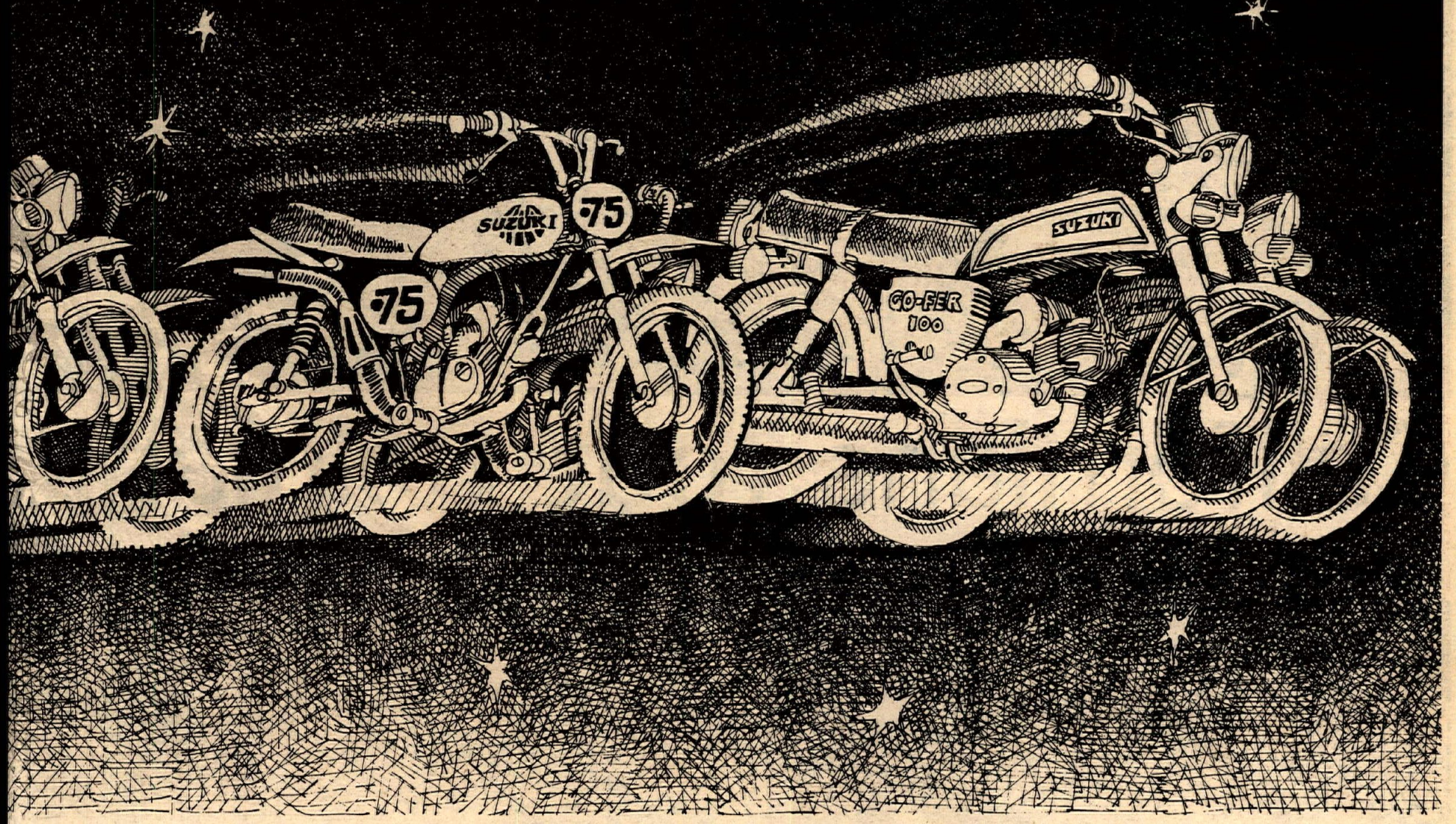

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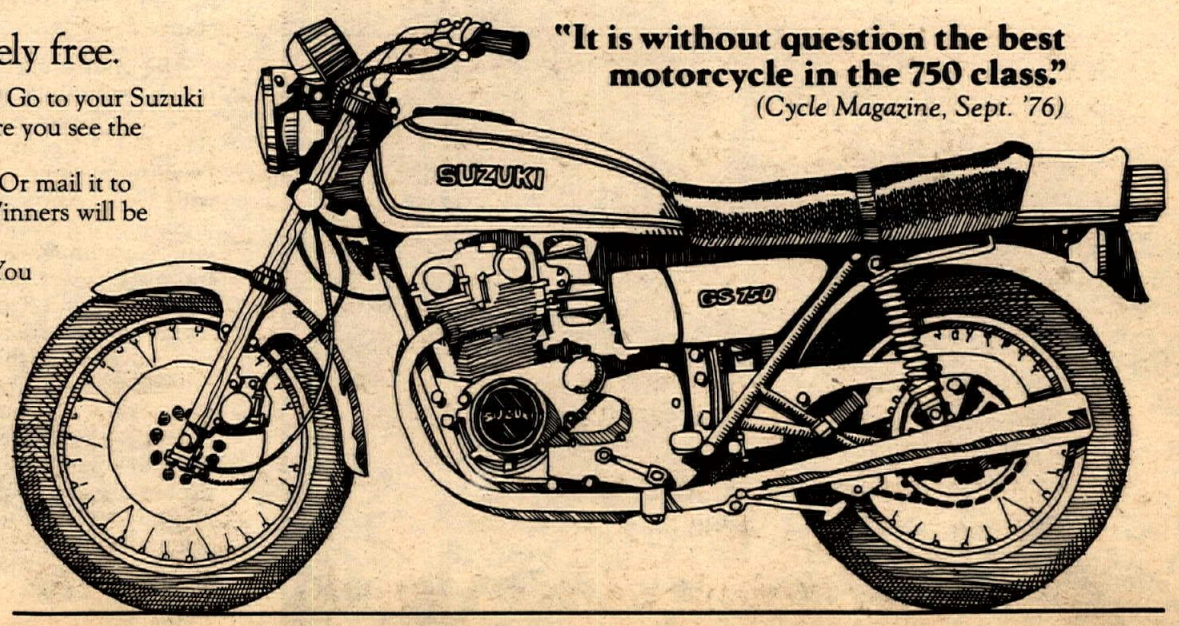


"It is without question the best motorcycle in the 750 class."
(Cycle Magazine, Sept. '76)

Californians rout Belgians

(Above) Hannah pegs it. (below) Noyce scratches.

By Jody Weisel

PHOENIX, ARIZ., NOV. 28

The 1976 Trans-AMA series is over and the young Americans finally put in a sterling day against the European masters to take the top three places. As the series started ten weeks ago with 500 National Champion Kent Howerton winning the opening round for America the closing event was swept away by 125 National Champion 'Hurricane' Bob Hannah. The Yamaha factory rider, Bob Hannah, has been the hottest American for the last three weeks and clearly dominated the Phoenix International Raceway course.

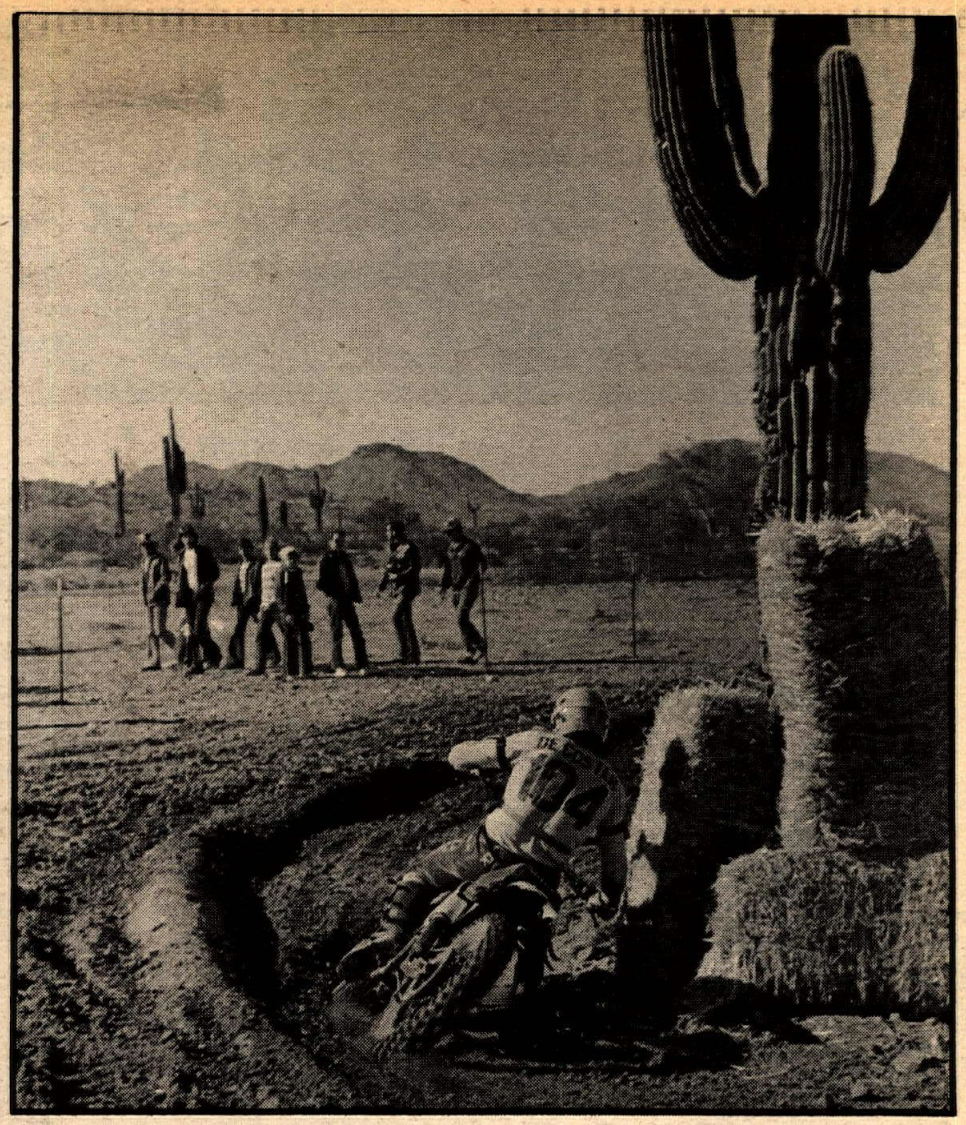
The course itself was the source of much grumbling from the riders who obviously forgot what it was like since they last rode here in the summer. Imagine a piece of desert real estate with Gene Autry racing over a small mesa playing his guitar and firing his gun. Now imagine the same mesa with Jimmy Weinert racing over it playing his guitar and firing off wisecracks. That was the track. The desert sand was covered with trucked in river-bottom dirt and watered liberally, but rocks kept creeping to the surface. When Roger DeCoster was asked how the track could be improved the R.D. diplomatically suggested that they could "Move it to a new location." Bob Hannah said, "This is the worst track I've ever ridden on!" After winning his first Trans-AMA Bob Hannah said, "This is still the worst track I've ever ridden on!"

250 Support title goes to Eierstedt

The 250cc Support class riders have continued to ride in a frenzy that has produced the best racing of the series. Week after week Rich Eierstedt, Danny LaPorte, Chuck Sun, John Savitski, Steve Wise and Warren Reid have swapped the lead back and forth as many as 20 times a race. The Phoenix finale was a showdown between Team Honda's Rich Eierstedt and Team Suzuki's Danny LaPorte. Mathematically only they could win the series title.

The first moto holeshot went to Eierstedt, as usual, with Bassett sponsored John Savitski hard on his case. Chuck Sun was third, Jimmy Ellis fourth and Danny LaPorte was fifth. Two laps into the race Can-Am's Jimmy Ellis did a spectacular cartwheeling crash that sent him to the hospital to get 14 stitches to close a jagged rock wound. Three laps later Frank Stacy pulled in with blood running down his face from another rock. Again stitches were required. Eierstedt kept a slim lead over Savitski's Suzuki all the way to the finish while LaPorte moved up to take third with Husky mounted Chuck Sun fourth. The best battle of the moto was for fifth place with a surprising Kenny Zahrt being hounded by two future stars, Warren Reid and Marty Moates. Following their dice the promoters are going to have to file an environmental impact report with the BLM as nary a bush or cactus within 50 feet of the track was left standing.

In the second moto it was Eierstedt and LaPorte with all the stops pulled out. Eierstedt only need to finish 15th to clinch the title, but he was going for



(Above left) Billy Grossi starts his second moto trip over the bars. (Above right) Roger DeCoster wasn't ready for a desert race.

the win. LaPorte rattled at the door, knocked on the door and finally forced it open on the seventh lap. Rich Eierstedt came storming back to retake the lead and the win his second Trans-AMA Support class crown, the first was in 1973. LaPorte was second, John Savitski was only 30 feet back in third followed by Chuck Sun, Warren Reid, Mickey Kessler and Kenny Zahrt.

Hurricane blows Phoenix down

At the riders' meeting the International class was being given directions like, "The mechanics area runs from that cactus over there to the one at the top of the hill" as they prepared for the rocks. Tony DiStefano pulled two jerseys on along with his shoulder pads and still took heavy rock bruises on his stomach and arms.

Hannah took the lead away from holeshot artist Gary Semics at the top of the start hill and disappeared for the rest of the moto. Hannah really kicked it into over-drive late in the moto to insure his victory. Gary Semics gave chase for half the race with roommate Gaylon Mosier and Graham Noyce in pursuit. Semics' countershaft sprocket snapped and Mosier and Maico teammate Noyce were a solid second and third. And what of Roger DeCoster? The R.D. was 15th off the line and in a long series of jousts with Grossi, DiStefano, Weinert, and Wolsink he found himself behind Marty Smith with four laps to go. DeCoster was smooth and flowing while Marty was frantic and berzerking. Everybody knew that DeCoster was going to pass Smith. With three laps to go he almost did in a sweeping right hander. With one lap to go he was even at the end of the straight again and at the checkered flag he was still behind Marty.

The first moto ended with Bob Hannah, Gaylon Mosier, Graham Noyce, Marty Smith, Roger DeCoster and Jimmy Weinert in the top six. Gerrit Wolsink led a hard fought pack of Bill Grossi, Tommy Croft and Tony DiStefano in for seventh through tenth.

Three men had a good shot at winning the overall as they lined up for the second moto, Hannah, Mosier and Great Britain's Graham Noyce. Honda's hottest property, Tommy Croft, snapped the throttle with the crack of the gate and started to cook. A thrown chain in the first moto had dropped Croft out of the top five, but he was out to add another Trans-AMA moto to his record. Gary Semics led and then spun out, Jimmy Weinert took over the lead and then spun out, Gaylon Mosier took over the lead and then spun out, Gaylon Mosier took over the lead and held it. Croft closed quickly on Gassin' Gaylon and passed him on the inside to pull a quick lead. Mosier and Noyce looked like the best bets to take the overall, but Hurricane Hannah was coming strong from tenth place. Noyce's rear wheel started to come apart as Hannah passed Akira Watanabe, Gerrit Wolsink, Tony DiStefano, Gary Semics and Jimmy Weinert. When Noyce's rear wheel disintegrated the 125 National Champion bounced past and immediately zapped Mosier. Hannah had the win if he cooled it ahead of Mosier, but he set out wildly after Croft. As the checkered flag was being prepared Hannah and Croft were playing a dangerous charge and block game with both riders heading for the finish. It was fair and clean to the finish with Croft holding him off for the moto win.

Bob Hannah adds one more victory to his Cinderella year with Gaylon Mosier making his best finish ever at second overall. Tommy Croft's hard riding earned him third overall with the first European award going to Gerrit Wolsink in fourth. DeCoster who won seven out of ten Trans-AMA's this year was fifth. ●

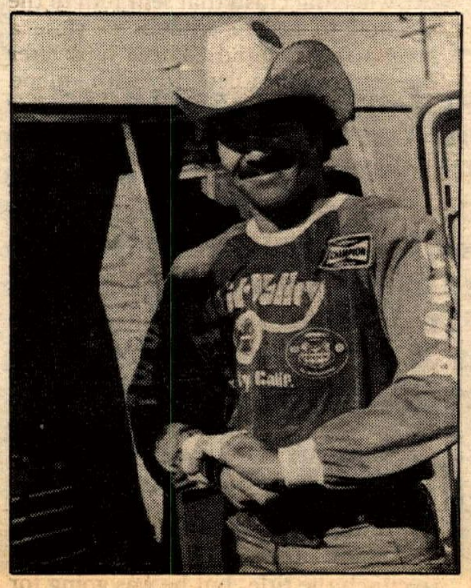
Results

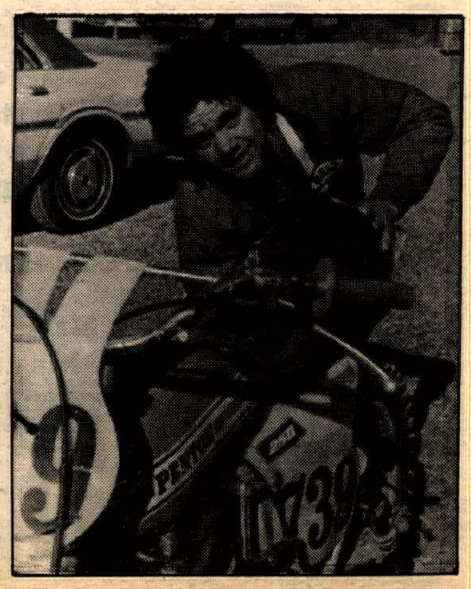
500cc TOP 10 OVERALL: 1. Bob Hannah 1-2 (Yam). 2. Gaylon Mosier 2-3 (Mai). 3. Tommy Croft 9-1 (Hon). 4. Gerrit Wolsink 7-4 (Suz). 5. Roger DeCoster 5-6 (Suz). 6. Jim Weinert 6-7 (Kaw). 7. Tony DiStefano 10-8 (Suz). 8. Bill Grossi 8-11 (Suz). 9. Kent Howerton 11-9 (Hus). 10. Pat Richter 14-13 (KTM).

250cc TOP 10 OVERALL: 1. Rich Eierstedt 1-1 (Hon). 2. Danny LaPorte 3-2 (Suz). 3. John Savitski 2-3 (Suz). 4. Chuck Sun 4-4 (Hus). 5. Warren Reid 6-5 (Hon). 6. Ken Zahrt 5-7 (Bul). 7. Mike Bell 8-9 (Hus). 8. Mike Kessler 14-6 (Mon(. 9. Jeff Jennings 12-8 (Suz). 10. Steve Wise 11-14 (Suz).

1976 TRANS-AMA SERIES OVERALL POINTS: 1. R. DeCoster (410.5). 2. B. Lakcey (279.6). 3. J. Weinert (274.9). 4. G. Semics (262.2). 5. G. Wolsink (255.9). 6. B. Hannah (254.3). 7. M. Smith (229.3). 8. A. Watanabe (219.3). 9. T. Croft (217.1). 10. R. Grossi (200.5).

(Left to right) OSSA's Marty Moates, Privateer John 'Action' Ayers, KTM's Pat Richter and the unscarred Frank Stacy.





They're coming at

California Team

Jim Weinert
Two-time 500cc National Champion, leader of Team Kawasaki, 1976 Super Series Champion. Weight 160 lbs., cubic centimeters 450, Hometown — Laguna Beach

Marty Smith
Two-time 125 National Champion, third in the world, winner of USGP, the Bionic motocrosser of Team Honda. Favorite color — red, Hometown — San Diego

Tommy Croft
Honda's hottest property has set the Trans-AMA circuit on fire, nicknamed Tomahawk, Hometown — San Diego

Rich Eierstedt
1973, 1976 AMA Support class winner. The holeshot King of American motocross. A 250cc specialist. Hometown — Norwalk

Brad Lackey
Husqvarna rider Brad Lackey has officially signed to ride the American Motocross Finals. Nickname — Partly. Hometown — Pinole, CA

Pat Richter
The darkhorse hope of Northern California. Winner of the 1976 Superbowl Support class. Only member of Team KTM. Hometown — Fortuna, CA

King Kong Jump

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National Team

Tony DiStefano
Two-time 250 National Champion, winner of more Trans-AMA's than any American, 1975 Inter-AMA Champion, two-time Florida Winter-Series Champion. Age — 19 years. Hometown — Morrisville, PA

Kent Howerton
1976 500cc National Champion. Teammate of Brad Lackey on Husqvarna. Favorite car — four wheel drive, nickname — The Rhinestone Cowboy. Hometown — San Antonio, Texas

Jimmy Ellis
Can-Am's two-time Superbowl winner. The highest flying rider on the National circuit. King of the Indoors. Nickname Captain Cobalt. Hometown — Cobalt, Conn.

Jim Pomeroy
When Jim Pomeroy inked his name to the entry blank he agreed to ride his first stadium event in years. Nickname — Bimbo. Hometown — Yakima, Washington

Steve Wise
The only privateer to win a National in 1976. Riding for FMF Steve is a holeshot artist. Former member of Team Kawasaki. Hometown — McAllen, Texas

Dan Turner Steve Wise Gary Semics Michael Kessler Bruce McDougal Jim Turner Mickey Boone Warren Reid Tommy Croft Gaylon Mosier Brad Lackey John Savitski Terry Clark Doug Raines John Ayers Wayne Boyer Rich Thorwaldson Robert Harris Gary Chaplin Charles Cooper Rex Staten Jack Keese Pat Richter Ken Zahrt Carl Zortman Arlo Englund Denny Swartz Tony DiStefano Marty Smith Kent Howerton Rich Eierstedt Gary Jones Jim Pomeroy James Both Jim Weinert Pierre Karsmakers Tim Hart Ji

Anaheim Stadium, 8 p.m.

Impression:

Ossa's feisty featherweight

The small front hub provides good braking, but with a hefty lever pull. Forks are Betors with eight usable inches of travel.

...the 250cc 1976½ GP II

By Charles Morey

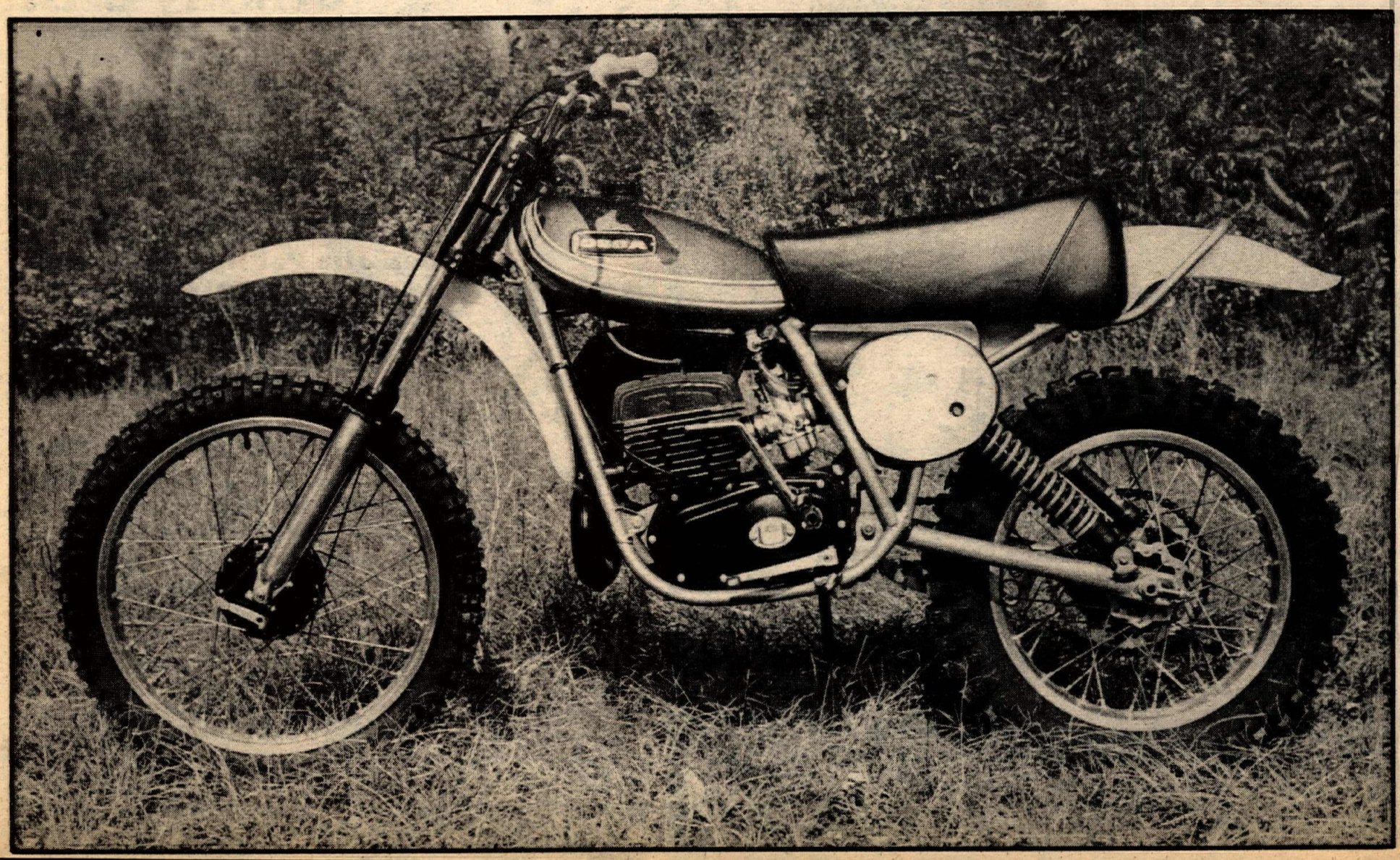
We couldn't believe it! We'd just finished riding the 250cc Ossa GP II -- three of us had pretty well wrung it out on a local practice track -- and we were giving it the old bathroom scale test.

The gas tank was absolutely empty (a good feature; the Ossa doesn't "run out" when there's still a few ounces in the tank). We'd run it until it drained the tank, and there was no more in the van.

One wheel at a time, we lifted it up on the scales. First, the front tire rested on the wooden blocks used to centralize the wheel over the scale: 87 pounds! No

Gas Betors work OK for short motos; Pirelli knobbies are mounted on the new "good" shoulderless Akront alloy rims.

Simplicity is the key; there are no extra bolt-ons on the Ossa. Everything seems very well planned and constructed for practicality and light weight. (Right) The 204 lb. machine is light handling and a real gas to ride whether you do Marty Smith style handlebar-on-the-knee turns or set a more relaxed, saner pace.



wonder the front wheel had come up so easily under power. Then came the rear: 117 pounds. Eighty-seven plus one seventeen makes it a total weight of 204 pounds. We were immediately impressed, but skeptical at the same time. Bathroom scales are not known for pinpoint accuracy.

We needed to create a standard, a reference point to compare our findings to. As it turned out, the answer was only ten feet away. An RM250 Suzuki, probably the most popular production 250cc MXer on sale today, was just around the corner -- we wheeled it out.

With the front wheel on the blocks, our makeshift weighing device proclaimed a front end weight of 110 pounds. The rear wheel missed matching the Ossa's weight by a single pound: 118. Total? Two hundred twenty-eight pounds; an extra twenty-four pounds, and twenty-three of 'em were on the front wheel!

Magnesium, or titanium, or some other wonder metal, we figured, must explain this incredible bantamweight 250cc production motocrosser. We asked. We scrutinized the Ossa brochure. Aluminum, they told us, was the only lightweight alloy on the entire machine.

"I'm bummed," the Suzuki rider said, "I wish I hadn't ridden this thing now."

"You mean, you wish you hadn't seen this weigh-in," his buddy laughed.

Two hundred and four pounds is exactly the figure that Ossa claims for the GP II in their ad literature. Can it be that we have come to the end of an era and entered a new one where bike manufacturers actually print accurate information in their ad material instead of just listing the figures they know you want to hear? Not too likely. But Ossa certainly seems to have come up with a now, no B.S., approach that bears looking into.

We never did figure out for sure why it didn't weigh any more than 204. We looked first at the frame, and that's where (we think) most of the weight saving is to be found. The tubes are small diameter, and the frame itself is compact and intelligently designed.

Let's smoke it over from the bottom up. Pirelli knobbies, a 4.50-18 Motocross on the rear and a 3.00-21 Motocross up front, are both mounted on the new "good" shoulderless Akront alloy rims. The front wheel is laced to a small diameter full width brake drum. In actual use, the front brake seems effective, but the pressure required to operate it forcefully is excessive. Here would be a good place to make the first change from stock Ossa parts. The substitution of Magura power levers in place of the ones that come on the bike should provide easier, more controllable braking.

The back brake is a larger diameter, same width unit mounted in an aluminum conical hub. The brake backing plate is anchored directly to the swingarm by a tab and slot arrangement. It's obviously the lightest way to do it, although many people believe a full floating brake is the only way to go. Power from the alloy pedal is transferred to the brake cam through a straight steel rod (with no monkey-motion bends) to an alloy brake arm that attaches to the cam's splined shaft.

Resting on the swingarm are both a chain guide and a chain tensioner. Both work fine, which is more than any of the test riders could say for the shocks -- Gas Betors. They may be OK for short motos, but they're not the hot set-up for forty-minute - plus - two lap events. They just don't last. They're replacable by any 13 ½ inch shock on the market, however, and the lay-down design gives over eight inches of rear wheel travel. (Ossa claims nine inches.)

The front forks, also Betors, work well. They're neither spectacular in trick design (no magnesium or leading axles) nor in excessive travel (they offer eight useable inches) but they do the job.

The Ossa motor comes on steadily thanks to the factory's effort toward providing a greater power band with no surges or flat spots. It's fed through a 38mm Bing carburetor, the one with a choke, and discharges burnt gasses through a through - the - frame pipe. Noise was a major complaint. It was one of those deals where, when the first rider kicked it over, everyone just stared at each other in disbelief. Our test machine was missing a "deflector" that normally attaches to the end of the pipe where it exits up under the rear fender. The deflector, an Ossa representative told us, would make a difference. Must be one hell of a deflector.

The pipe, like everything else on the bike, is tucked in and doesn't get in the way at all. In fact the entire motorcycle is one of the best planned machines we've ever seen. Excellent engineering.

Both fenders are made of plastic; great, considering it's a Spanish machine. The tank is still fiberglass as are the two side number plates. The front plate's plastic.

Ossa's seat must rate as one of the finest on any production MXer. It's super comfortable, plenty thick with padding, long, and well shaped. Absolutely no complaints here.

Impressions: It's tall, like all competitive MXers, with a bunch (12½") of ground clearance to give the suspension room to work without grounding out. Standing back and looking at it broadside gives the impression of a caricature MXer -- a tiny frame-motor-seat unit suspended high above the wheels. Footpegs are the toothy, folding loop type; excellent for gripping boots and scarey in a crash. The motor has a "head brace" which cuts vibration noticeably over older model Ossas. The alloy shifter looks, and is, trick. The head is drilled and tapped to hold two spark plugs.

The 33" handlebars didn't suit any of our three test riders; wrong bend. Resetting them didn't help much. The stock grips don't need to be changed. There's a little rubber loop attached to the cylinder to hook over the kickstarter to hold it in place while riding. The cases are compact; like the rest of the bike, well thought out.

Somehow, this collection of parts -- most good, some not quite primo -- has been assembled in the form that very closely resembles a works motocrosser. It's super light, fast and highly effective in the right hands. And yet, there's no reason for a beginner not to ride it. It's a bike you can live with...reasonably. And when you're ready to win, so's it.

GP II Specifications

Motor	two-stroke, single cylinder
Bore X stroke	72x60
Displacement	244cc
Compression ratio	15.6:1
Carburetor	38mm Bing
Transmission	five-speed
Ignition	Motoplat
Gas tank	2.7 gal.
Weight	204 lbs.
Wheel base (claimed/measured)	57.2/56.5 in.
Tires	Pirelli 4.50-18
	Pirelli 3.00-21
List price	$1648

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Thermopolis
THE SPROCKET SHOP
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SURE FIRE CURES FOR THE

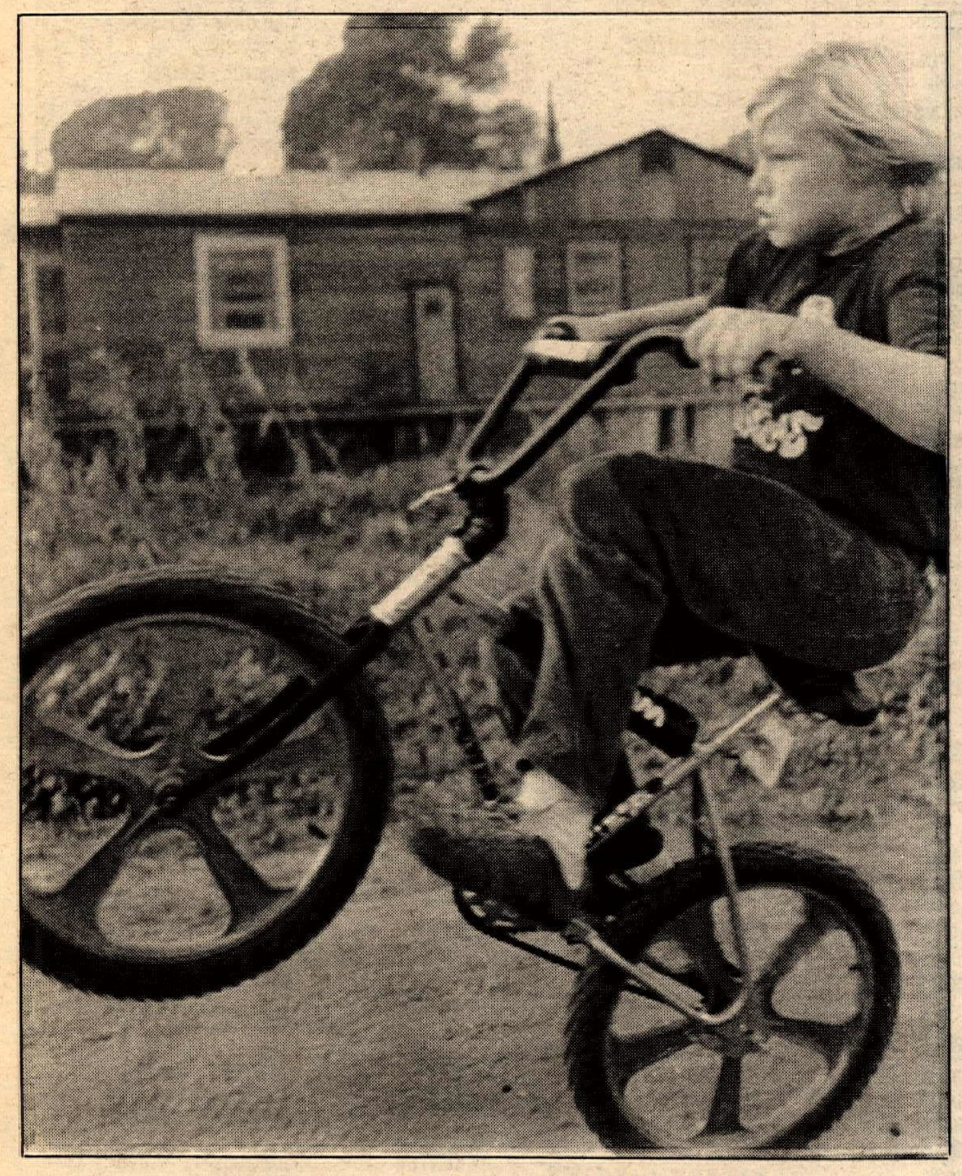
. . . or Mama shoulda known there were bikes like this . . .

By Bobi Scott

Ever since those darn kids peddled and wheelied their skinny little selves across the silver screen in "On Any Sunday", parents all over the country have suffered with piles. Especially families having more than one active child between the ages of 5 to 15 years. Some of these piles have reached the acute stage for strangely accountable reasons. But as you will soon find out, the whole mess can be quickly and painlessly swept out of your garage once and for all.

Bicycle motocross has caused piles in my garage. Big Piles! Dusty boneyards of bent, cracked bicycle frames, useless fork pieces that wouldn't even pass for good wind chimes. The ever growing mountain of

Continued on page 22



Webco — Team Replica

The Webco Pedalcross Team has been successfully campaigning the National BMX circuit for quite some time. Trial and error experience on the track has allowed them to refine their team racing bike into three super bike kits available on the retail market, the Ultimate, Team Replica and Mini Replica. All three bikes come in kit form complete with fully-detailed instructions for assembly. The kits are a lot more economical than trying to piece together a whole unit one part at a time. Every Webco component has been proven in competition which pretty much assures their offer of the most competitive, rugged professional equipment available.

We chose to test the Team Replica because it's an excellent "first bike." According to our bubblegummers — "trick still sells." The team Replica is much lighter than it appears and everyone that had a chance to put it to the neighborhood track test gave it AAA ratings.

All the rider has to do after he reaches the expert skill level is purchase an Ultimate frame, transfer everything else off his Team Replica, and he'll have just about the trickest race bike affordable. Actually, the only differences in the two bikes are the frame compositions (the Ultimate is Chrome-Moly and the Replica is mild steel which makes it just a little heavier) the price (about $40 more for the Ultimate frame) and the colors available.

The Mini Replica is scaled down from the Ultimate and Team Replica frames to fit the little guys under 5 ft. tall. This frame may be purchased alone or in kit form and comes in bright yellow only.

Prices vary, depending basically on which frame you choose: Ultimate frame alone is $89.95; the complete Kit w/wire wheels $179.95; Kit w/mag wheels $199.95. Comes in California Orange. Team Replica frame alone is $52.95; Kit w/wire wheels $139.95; Kit w/mag wheels $159.95. Comes in Cherry Red, Competition Blue, Daytona Silver, Midnight Black. Mini Replica frame alone is $47.95; Kit w/wire wheels $134.95; Kit w/mag wheels $154.95.

For information, contact Webco, Box 429, Venice, CA 90291. ●

Suzuki Works GVX-1 BMX

Suzuki debuted their Works BMX in April of '76 and three months later swept the NBA Spring National Championships, held at Oakdale, California. Naturally, this light but durable piece of equipment is designed for the competitive rider although it's totally street legal right out of the box. Suzuki claims, "it is the best out of the box, ready for racing BMX bicycle on the market today." After watching our bike breakers peddle this baby through some of their outrageous paces, we have to go along with that claim. The GVX-1 looks racey, feels racey and performs super!

Yes, the Works BMX comes (unassembled) in a box, but the good folks at Suzuki have included the most explicit instruction manual you could possibly hope for. Only nine *simple*

BICYCLE BONEYARD BLUES

handtools are required for assembling the seven major components and by using the manual as a guide, you can't possibly omit any step for doing the job right.

One look at the GVX-1 BMX specs will show you why this moderately priced little beauty is worth every penny of the $149.99 it sells for. Genuine (stamped for proof) Chrome-Moly frame and forks; Shimano coaster brakes and spockets; Takagi 6½ inch cranks. A guard around the 40 tooth drive sprocket (to prevent mangled pants cuffs) and plastic protective end caps for the rear wheel axle nuts are additional safety features you won't find on all MX bikes. The frame is warranteed for 90 days. It's the newest bike on the market and can be purchased only through an authorized Suzuki Bicycle dealer. For information, contact U.S. Suzuki Motor Corporation, 13767 Freeway Drive, Santa Fe Springs, CA 90670:

Yamaha Moto-Bike®

Yamaha was the first major motorcycle manufacturer to cash in on the BMX phenom and they're still going strong. Their Moto-Bike® was peddled through more torture tests than any of the other bikes shown and the only problems our testers encountered were minor. But it wasn't the lightest, quickest piece of equipment they tried out either. Yamaha makes only one model and it comes with oil-dampened shocks in front, heavy duty spring suspension in back, which accounts in part for the added weight.

Motorcycle styled handlebars and grips are designed for greater control and the entire rear-drive unit swings on a pivot (this is where the heavy-duty rear shocks and swing arm assembly comes in handy — boy does it bounce!). Wheel rims are heavy duty too, strengthened with motocross spokes. Tires are MX style for traction. Sprockets are interchangeable (available in different ratios) and pedal cranks come in different lengths. The oil-dampened front fork assembly is coupled with the handlebars to comprise a single steering unit. The frame seems sturdy enough — good strong welded joints — but it's rather heavy. The whole bike seems to represent durability rather than speed, which may be your solution to the boneyard pile crisis.

All things considered $139.95, which is Yamaha's suggested retail price, seems like a good deal for a bike designed to take just about all the demanding punishment a kid could dole out. Check with the Yamaha dealer in your area, or contact Yamaha International Corporation, 6600 Orangethorpe Ave., Buena Park, CA. 90620. ●

D/G Racer 3

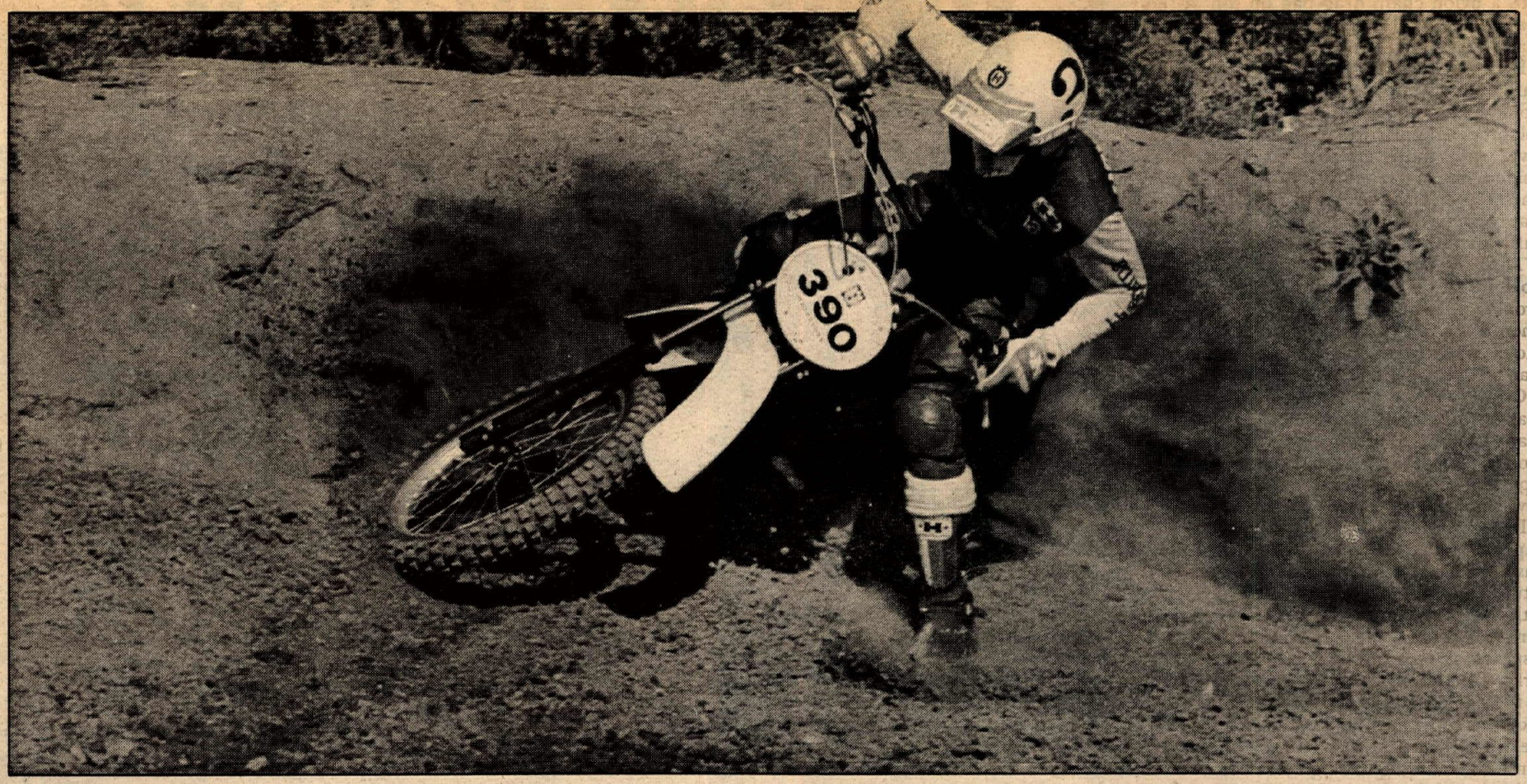
Probably the most formidable name in BMX racing, D/G leaves almost nothing to be desired in a racing bike. Our testers aren't pros, but they know the feel of a competitive bike, even when they get stuck with the economy model (which is just what the Racer 3 happens to be).

Racer 3 was the only bike tested that came with caliper brakes. According to the D/G people, calipers are the hot set up for the fastest guys on the track, but our kids *didn't* like them one bit! Good ol coaster brakes are available (cheaper too) and suggested unless your kid is a pro.

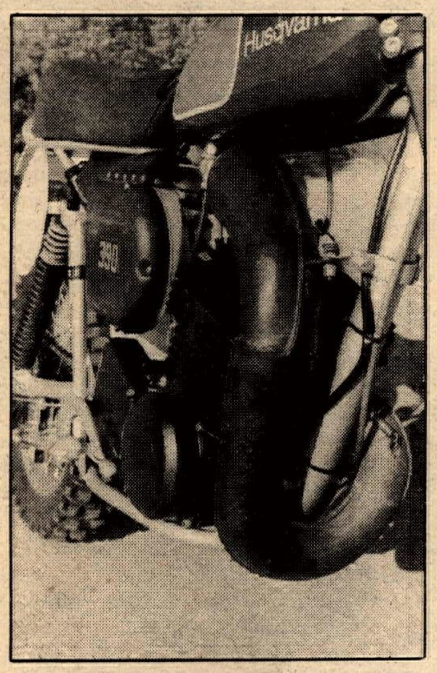
The frame is lightweight mild steel (only 4 lbs., 12 oz.); forks are D/G Chrome-Moly; D/G handlebars fitted with popular Octopus grips are trick, and even the seat comes from D/G. The economy model is moderately priced at $169 and plenty fast — but if you really want to get sophisticated (and expensive) there are at least three other models to choose from: The Skibel Replica (total weight only 19 lbs.), for kids 75 lbs. and under, totally tricked out for $250 complete — but you can buy the 2 lb. 15 oz. frame alone for a mere $79.95. Next, the D/G Racer 1 — Jeff Bottema Signature, weighs in at 22 lbs. total, comes totally pro equipped for $250. D/G Racer 2 has a Chrome-Moly frame, weighs only 23 lbs. total, lists out at about $190. Just about every part D/G makes for bicycles can be interchanged from one frame to another, from the handgrips to the wheels including everything else in between. Although their equipment does not carry a warrantee, D/G will replace defective parts and materials. You probably won't have much trouble locating a dealer or professional service in your area since D/G is about the biggest name in racing. For information, contact D/G Performance Specialists, Inc., Bicycle Division, 5552 La Palma Ave. East, Anaheim, CA 92806. ●

more BMX on page 22

DENNIS COX PHOTOS



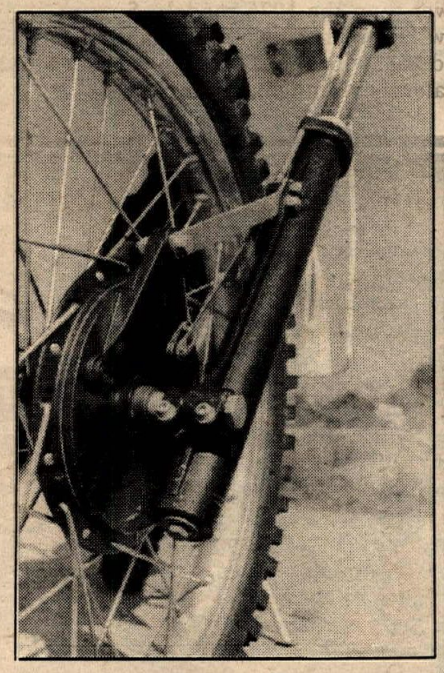
(Above) Kent Howerton shows the quick handling of the new 30 degree frame. (Below) 384cc's of torquey horsepower make the 390 CR a potent power pack.



Impression

Husqvarna 250 & 390 CR

(Below) Husky's new leading axle front forks are excellent, strong and flex free. The front and rear backing plate are the same. European tires are an extra bonus.



First impressions of the new production racers available in January

By Jim Gianatsis

The invitation read, " . . . we've got some pretty new and exciting stuff to show you this year." It was a letter from Husqvarna's Bob Drake inviting Cycle News to an excellent press preview of the new 1977 models in San Diego. Chief Design Engineer, Rubin Helmin from Sweden was on hand to introduce and explain the new models during a morning seminar. That afternoon everyone loaded up their riding gear and headed out to Carlsbad Raceway for first hand riding impressins of the new bikes.

Nils Arne Nilsson explained the detail refinements on the new Wide Ratio model Huskys to us; things like dual rate rear springs, re-designed triple clamps and swingarm mounted side stands. Before long though, we had wandered over to where the new Close Ratio 250 and 390cc bikes were parked, took one look, and started throwing on our riding gear. For the next three hours the motocross hotshots of Cycle News were out on the Carlsbad track whipping across whoop-des and pitching berms with the two all new CR models from Husky. The testing session ended when darkness began to engulf the track and the Husky folks pulled us, kicking and screaming, off the bikes. It could hardly be called a real testing session, but first riding impressions of the new CR models left us more than excited with their power, handling, and engineering design. The 250 and 390 CRs were two of the neatest bikes we've ever ridden.

I can't wait 'till I get to race one," exclaimed Kent Howerton who did some styling for our camera with the new 390cc bike. Though Brad Lackey has been racing a 390cc prototype all this season, Kent has been using the proven 360 CR Husky in the Trans-AMA Series and earlier in the year to win the 500cc National Championship. Compared to the 360 CR, the new 390cc has even more gobs of low end power. It pulls like a tractor at low revs while accelerating once the throttle is wicked on hard with the strongest, yet most manageable, powerband we've ever felt in an Open class bike.

So what's new?

A first look at the new 250 and 390 reveals the new long travel leading axle forks from Husky, but not much more. On closer examination it soon becomes apparent that both bikes are almost complete new designs! Beginning with the forks, the Husky leading axle units have 9½ inches of travel. Each lower slider tube contains two oil seals and a reversed scraper seal. Inside the fork tubes are a set of dual rate springs, one short and one long. The shorter spring will be available in different rates to adjust preload and tune the forks for different track conditions and riding styles. The triple clamps are now cast aluminum rather than stamped steel, with two lower pinch bolts on each side and rubber mounting for the handlebars. Even the handlebars are changed in that the cross brace is repositioned lower inside the bend so levers may be slid in closer when bars are shortened for possible woods use.

The frame is new, featuring a steeper steering head angle decreased from 32 to 30 degrees for quicker steering in tight turns, long a complaint with Huskys. The leading axle forks help retain high-speed stability, with the quicker steering. Along with the redesigned frame are longer gas Girling shocks with excellent dual rate springs which provide 10 inches of rear wheel travel. The swingarm is longer with needle bearing bushings, and the pivot point moved closer to the countershaft sprocket. Exact measurements are 5mm down and 10mm forward towards the sprocket which allows the chain to keep a more constant tension by making the swingarm radius less in distance as the rear wheel travels. Chain alignment and tension is also kept in check with a chain guide, a nylon chain box

mounted inside the frame under the swingarm, and with a nylon chain drag pad on top of the swingarm near the countershaft sprocket. Husky's with thrown chains are a thing of the past.

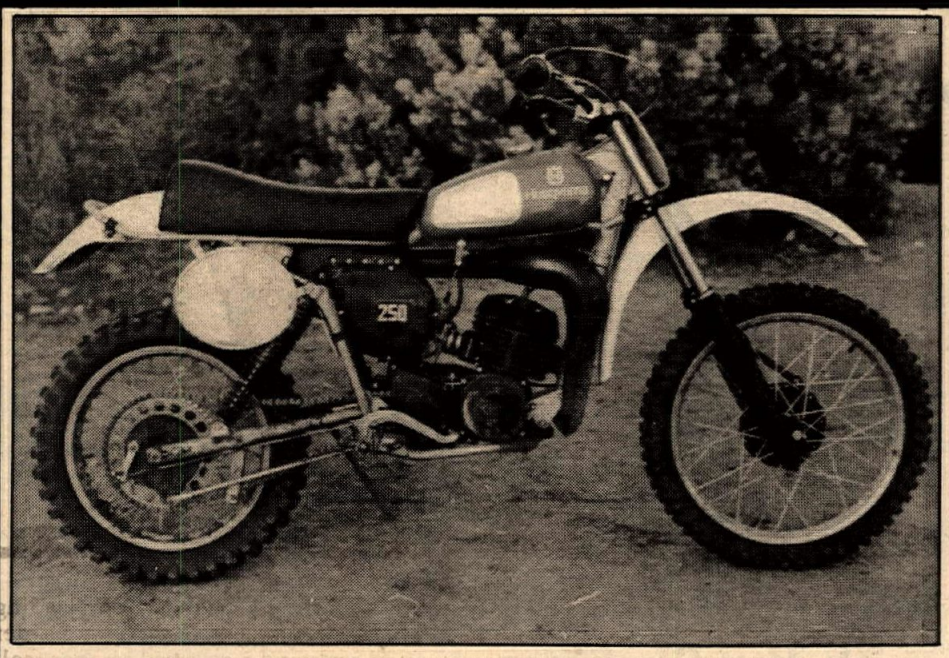
Both CR models also get super quiet through-the-frame exhaust pipes which are lighter than the old side mounted pipes. Fenders are wider injected moulded polypropylene plastic. The airbox gets a plastic outer cover with more internal air volume, and nestled inside is one of the new Twin Air waffle pattern filters. These filter elements have a two-fold advantage in that they have more surface area for filtering and the waffle pattern vibrates to shake off dirt.

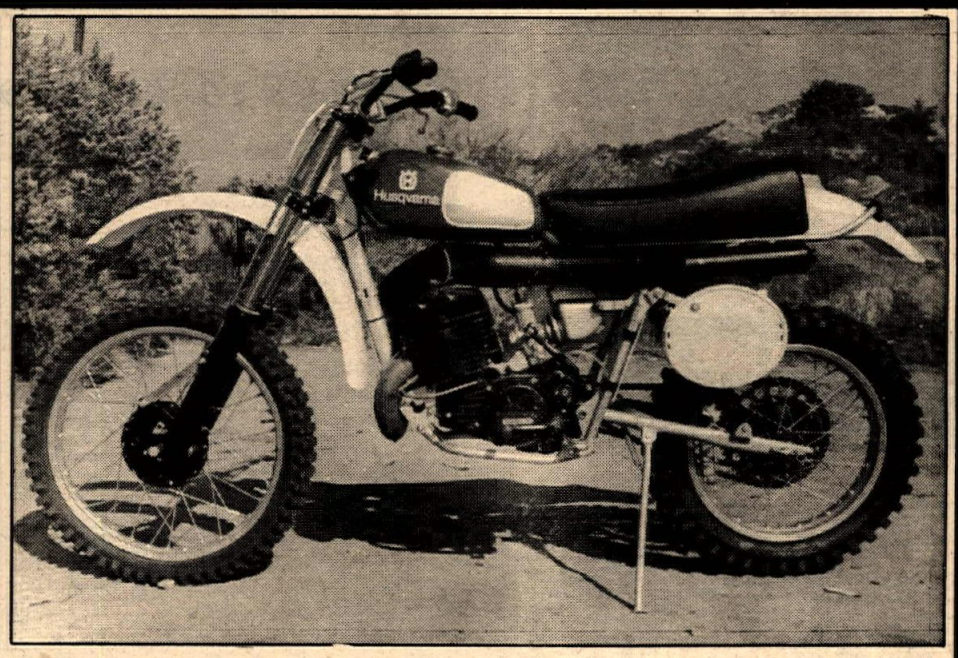
The 390 CR engine actually displaces 384cc and looks to be very bullet proof. New center cases are stronger up around the cylinder barrel mounting area. There are now two front engine mounts instead of one, and even the cylinder is a complete new design rather than a bored out 360 CR.

On the new 250 CR engine there's been some changes to the porting, with the transfer angle being change drom 35 degrees to 15 degrees to give a broader, more usable powerband. The new exhaust pipe helps increase overall horsepower throughout the powerband.

It was difficult to get an accurate handling impression of either bike because the Carlsbad course was in its usual poor condition. Hopefully, in the near future will be able to provide you with a complete test with more time on the bikes. What we could tell from our short test on the overly rough course was that the suspension, especially the Husky leading axle front forks, are nothing short of fantastic and will probably be the new suspension standard for 1977. Turning the bikes was super easy despite their increased height with the longer suspension. Readily noticeable in their handling is the light weight, 214 lbs. for the 250 CR and only 218 lbs. for the 390 CR without fuel.

What the RM 250 and 370 Suzukis did for motocross in 1976, we think the new CR Huskys will probably accomplish in 1977. They'll be the best professional caliber mounts around. Even a novice can ride them fast, and they'll be available at a price even lower than the 1976 models. Suggested prices for the new Huskys are an unbelievable $1695 for the 250cc and $1850 for the 390cc. They'll be available at Husky dealers beginning in January. ●





Husqvarna 250 CR. . . . . Price: $1695

ENGINE: . . . . . Single cylinder 2-stroke
Displacement: 245cc
Bore & Stroke: . . . . . 69,5 mm x 64,5 mm
Compression Ratio: 12.3
POWER TRANSMISSION: . . . . . 6-speed motocross gearbox
Cluth: . . . . . 6 disc light alloy
Chain: . . . . . 5/8" x 1/4"
Primary Transmission Ratio: . . . . . 29/70 = 2,41
Gear Ratios: 1st 24.0, 2nd 18.1, 3rd 14.4, 4th 12.1, 5th 10.2, 6th 9.0
Secondary Transmission Ratio: . . . . . 11/53 = 4.8
TANK CAPACITY: . . . . . 2.1 US gal (7.8 lit)
CARBURETOR: . . . . . Bing 36 mm
ELECTRICAL: . . . . . Motoplat CDI
REAR SUSPENSION: . . . . . New type heat treated swngarm in needle bearings. New 380 mm gas filled Girling shocks with 143 mm stroke, incorporating piston ring
Travel: . . . . . 10.0 ins. (254 mm)
FRONT FORK: . . . . . Forward mounted Husqvarna with new die cast sliders and improved damp ½ ing system.
Travel: . . . . . 9.45 ins. (240 mm)
WHEELS/TIRES/BRAKES:
Front: . . . . . 3.00 x 21" — 160 mm brakes dia.
Rear: . . . . . 4.25 x 18' — 160 mm brakes dia.
Rims: . . . . . Akront ridgeless light alloy

Husqvarna 390 CR. . . . . Price: $1850

ENGINE: . . . . . Signle cylinder 2-stroke
Displacement: . . . . . 384 cc
Bore & Stroke: . . . . . 83 mm x 71 mm
Compression Ratio: 10.8
POWER TRANSMISSION: . . . . . 6-speed motocross gearbox
Clutch: . . . . . 6-disc light alloy
Chain: . . . . . 5/8" x 1/4"
PRIMARY TRANSMISSION
Ratio: . . . . . 30/68 = 2.27
Gear Ratios: 1st 19.1, 2nd 14.5, 3rd 11.4, 4th 9.6, 5th 8.1, 6th 7.2
Secondary Transmission: . . . . . 13/56 = 4.08
TANK CAPACITY: . . . . . 2.1 US gal (7.8 lit)
CARBURETOR: . . . . . b ın g 36 rubber mounted with starting device
ELECTRICAL: . . . . . Motoplat CDI
REAR SUSPENSION: . . . . . New type heat treated swingarm in needle bearings. New 380 mm gas filled Girling shocks with 143 mm stroke, incorporating piston ring.
Travel: . . . . . 10.0 ins. (254 mm)
FRONT FORK: . . . . . Forward mounted Husqvarna with new die cast sliders and improved damping system
Travel: . . . . . 9.45 ins. (240 mm)
WHEELS/TIRES/BRAKES:
Front: . . . . . 3.00 x 21" — 160 mm brakes dia.
Rear: . . . . . 4.50 x 18" — 160 mm brakes dia.

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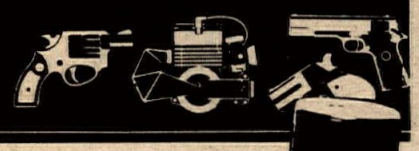

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DENNIS COX PHOTO

Above: playing in traffic on an Adelanto corner.

Roeseler romps Adelanto Grand Prix

By Dale Brown

ADELANTO. CAL., NOV. 27-28

Larry Roeseler (360 Hus) won the Sunday race of the Adelanto Grand Prix, a two-day event sponsored by the California Racing Club.

This race, run mostly on roads around and through the city of Adelanto, was entered by 700 riders, who spent a couple of hours grossly ignoring speed limit signs.

Roeseler was beaten to the first turn by brothers Bryan and Goat Breker (370 Suz and 400 Kaw). The two ran down fireroads together, badly dusting Roeseler. Goat went into the lead for awhile, only to have his machine sieze. Bryan led the remainder of the first 12-mile loop and much of the second, but his bike also broke. That put Roeseler into a large lead, which he never gave up.

With nearly 500 riders in Sunday's race, Larry had was in the company of other riders all the way. Despite the speed difference, he encountered no problems dealing with lapped riders.

With nine laps around the 12.1-mile course (108,9 miles) to complete, Roeseler finished the event in 1:58.86 total.

Unofficial results indicate that Max Eddy (400 KTM), Morgan Malocco (400 Yam) and Mike Johnston (400 KTM) made up the remainder of the top four.

Saturday's event for 0-200cc machines, Women and Minis, went to Novice Eric Swan on a water-cooled 125 Yamaha. Eric worked his way up from a start one minute behind the Experts, passing all of them by the last loop. John Foster (175 Yam) led the race for awhile on elapsed time, despite the fact that he started alongside Swan. The last two loops decided the race. In at third, Ron Reinholdsen (175 C-A) was the first Expert. ●

Results

TOP EIGHT OVERALL: 1. Larry Roeseler (Hus), 2. Max Eddy (KTM), 3. Morgan Malocco (Yam), 4. Mike Johnston (KTM), 5. Jim Beardsley, 6. Tony Steffans, 7. Steve Neince, 8. Bill Saltzman.
Roeseler's average 66 mph for 108.9 miles.

Barstow to Vegas with the Phantom Duck

By Lane Campbell

COYOTE CAMP, CAL. NOV. 27

We made it. We did it and it was beautiful. Last year we'd set out with a party of twelve, augmented by a couple of Dirt Diggers, getting as far as Pop's Oasis with (I think) nine bikes. One Digger and friend went on in the dark to finish in the blazing light beams of a helpful four-wheeler.

This year we started before 8 a.m. with a party of four from our camp carrying lime bags to help the Duck mark the course, along with a fireman and his kid (who rode a black-tank Greeves), and the doctor and his wife from last year. There was little or no ceremony at the start this year. The race had been killed by bureaucracy again; nothing would change that. There was nothing to do except get on our bikes and do it. We were joined by an estimated 150 to 175 people, most riding in small groups, some even riding alone. The Phantom Duck unofficial trail ride, in its second year, had about doubled in size.

A cold and windburned hour after true sundown, three of our party, plus the Doc, came straggling in to Blue Diamond/Pahrump more or less together, using the headlights of the few who had them. The fireman and his boy finished sometime later. As you can tell, it was not a race. Our point this year, as last, was the same — that if a bunch of damn fools on motorcycles want to ride from Barstow to Las Vegas, there's no law that can stop them.

This time, however, the law was on our side. When one of the pitworkers, jawing on the CB, said, "Well, I've had a road report, a weather report, a rider report, how 'bout a Smokey report?" the Bear answered, "This is Smokey, what d'you want to know?" They were out there, working from the roads, even had a bear in the air as they say, keeping watch, spotting off-course or broken down riders, using the CB net to keep the pit crews and families advised.

The help came in handy, for just before Soda Lake somebody had wiped out a lime mark at a turn, so everybody (including us) went too far south before crossing the lake (and by the way, missing 17 miles of delightfully nasty uphill sand). Even as we turned to dead-reckon our way to Halloran, we could see plumes of dust vanishing off to the south. Grey Fox

swept as far as Gas Two with his Jeep, and while pitted on Cima Road we saw the Duck (at least we think it was the Duck) go by four times — once towing a guy in.

Coliseum Gorge had ice in it, which made things interesting. Interesting also was the rock road approach, especially in the one wash where our group, plus two Diggers, came face to face with a big ugly bull, who kept nodding his head at us as we boogied on by, close as we could get to the far wall of the wash.

One of our crew, Tom with the white-tanked Kaw, blew a head gasket just past Roach Lake and we towed him in to Pop's Oasis. But he wouldn't stay towed; he got it running again and tried to finish by going up the paved road. It gave out again for good after about seven miles, and the Bear came on the CB, "We got a guy walkin back down the freeway wearing a white helmet." He'd hidden his bike so well we almost didn't find it in the dark.

The Doc and his wife struggled gamely on a pair of woefully un-trick Yamahas. She did a Flying W from hitting a sinkhole, stayed on the bike, but was whacked so hard in the midsection she had to pack it in at Gas Two.

In all, 28 people collected finisher medallions from the Duck and his wife (at least we think it was the Duck). A simple thing it was, a biker on the front and "B-V 76" on the back; something uniquely valuable because we'd paid no entries and hadn't expected to receive anything but the satisfaction.

If, in 1977, there's still no revived Barstow-to-Vegas race, we'll ride again. And again. As long as we have breath. There's something about us dirt bikers that just doesn't die that easy. •

San Gabriel Valley MC Hare & Hound

By Terry Rezek

LUCERNE VALLEY, CAL., NOV. 27

The much delayed arrival of winter seemed imminent this Thanksgiving weekend, as the weather reflected the coldness displayed by the BLM in their dealings with the SGVMC. Last week's Cycle News summarized the troubles suffered by SGVMC in attempting to bring back a memorable race.

This year the SGVMC had a back-up plan to produce a 110 mile Hare and Hound in a relatively unused, designated competition area near 29 Palms. Fired by a strong desire to bring off a great event, the club spent four months of weekends, many weekdays, and more evenings working on the course and complying with every demand of the BLM, no matter how petty or ridiculous. Out-of-pocket expenses of individual members ranged in the thousands of dollars.

In the end, the federal eagle, gorged on Sierra Club castor oil, suffered mental diarrhea and dropped a load on SGVMC's head. Our fault, admitted the BLM, we did things wrong but rather than right them we will simply deny your permit. Beaten, betrayed but unbowed, SGVMC fell back to the only area Uncle would let them have and in three weeks, produced a good race in a grossly overused area.

Enough riders decided to arrive at the last minute to cause the club to delay the start 30 minutes. I was at the "smoke bomb" (no smoking in San Bernardino County, remember) when the banner dropped and the first riders covered the 6.3 miles from start to bomb in less than five minutes — BOOGY FEVER! It would be hard to say who was first to the bomb because many riders discovered what they thought was a short cut behind the bomb hill. Coming through the bomb area at a remarkable sixth overall was Charlie Hamill, his 100 Yamaha wired to the stops. The first Novice through this spot was #662 — I'm sorry I didn't get your name but at the rate you were traveling, I'm lucky I got your number.

SGVMC had told me about a tricky section midway in the second loop that they had nicknamed "Crasher's Ridge."

Since the race was three loops of 37, 31, and 42 miles this was also a good spot to check the progress of the race. Accordingly, after the Novices cleared the bomb area, I took off cross-country by the most direct route to Crasher's Ridge. It wasn't direct enough. I got beat by Cordis Brooks who had a tremendous lead over Roeseler and Bruce Ogilvie. A later report from the pits had Brooks starting the third loop with a *10 minute* lead!

At the finish line, a surprise awaited. Cordis' luck had caught up with him again and he was down and out somewhere on the backside of loop three. Sketchy reports from the field said he was OK but definitely out of the race. Shortly thereafter, Larry Roeseler came through as the winner and, of course, first Open Expert. As you might expect, Larry liked the course and the abundance of markings but commented that "with so much new trail, he was forced to go slow." Sure, Larry, sure.

Next across was Bruce Ogilvie who also got first 250, with Brian Wright setting second 250 and third overall. Max Eddy came next for fourth OA and second Open. He rode the entire last loop (42 miles) on an extremely flat rear tire. Comeback award for the day and first Senior trophy goes to Art Knapp, in at fifth overall. Bill Saltzman at sixth overall was riding a Saltzman Special consisting of a punched out Honda engine, a Husqvarna tank, and a unrecognizable but probably American frame. If that bike ever breaks, it'll take a team from the U.N. to repair it.

A little further back, at tenth overall, was Jim Owens, first Amateur on a 250. Rick Schumaker took 13th OA and first 175 Expert in spite of riding most of the race with a battered and bloody nose, having caught a rock thrown by a passing big bore bike somewhere on the first loop. Charlie Hamill hung onto the first Trail Expert spot at 17th OA. First Open Amateur was Ron Hill, having survived a series of minor disasters on "Crasher's Ridge." First Woman and 70th OA was Trudy Beck. Trudy had no trouble at all on "Crasher's Ridge."

The first Novice to appear at the finish was Ron Irby at an unbelievable 76th OA. Ron cut his riding teeth on those super fast DRA courses and brought his fast habits with him to the District. Somewhat further back at 108th was the next Novice and first 250, Bob Zumwalt. Four places later at second 250 Novice was Don Brand. These two ran the whole race just about that far apart. •

Results

OPEN EXPERT: 1. Larry Roeseler (Hus(. 1. Max Eddy (KTM(. 3. Bill Saltzman (Hon/Hus/?) 4. Ed Zarp (Yam). 5. Terry David (Yam). 6. Bob Gilbert (KTM). 7. Dave Rogaczewski (Yam). 8. Ron Holst (KTM).

250 EXPERT: 1. Bruce Ogilvie (H-D). 2. Brian Wright (Hus). 3. Jody Belknap (Hus). 4. Ken Miller (Hus).

175 EXPERT: 1. Rick Schumaker (KTM).

100 EXPERT: 1. Charlie Hamill (Yam).

OP/EN AMATEUR: 1. Ron Hill (Hus).

250 AMATEUR: 1. Jim Owens (Yam). 2. Garry Conner (Yam).

SENIOR: 1. Art Kanpp (Hus).

WOMAN: 1. Trudy Beck (Yam).

OPEN NOVICE: 1. Ron Irby (Hus).

250 NOVICE: 1. Bob Zumwalt (Yam). 2. Don Brand (Yam).

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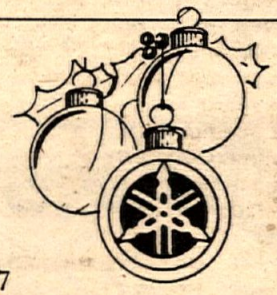

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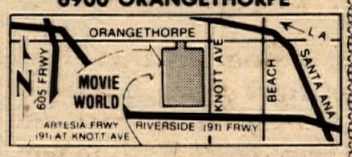

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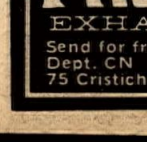

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THE LATEST POOP
BY PAPA WEALEY

Continued

One bit of good news — after three years of hassle, Don Ivan's Knob Hill Cycle Park is open under a conditional use permit near Pescadero, Ca. Spark arrestor/muffler combo an absolute must. Call (415)879-0298 for info before you go.

Red Line Engineering, purveyor of quality racing frames, has acquired Schwerma Products Co., home of the Champion Frame. The new, bigger operation is being moved to 20105 Nordhoff St., Chatsworth, Ca. 91311. Phone (213) 882-7424.

The Dirt Diggers are sponsoring a raffle for the families of the four Diggers who died in a Baja-bound traffic accident; and for the lone survivor, Tony Dance. So far two Hodakas and $500 worth of draperies have been donated as prizes; drawing is set for February 11, 1977. Call (213)836-1658, days; (213)887-6684 evenings for details.

That D-37 hotline number which we mentioned earlier is (714) 631-3700. You can call it any time for up to date District race info.

Our Utah correspondent Dorde Woodruff writes: "Note that some of the photos are by my daughter Charmian . . . Charm decided after Saturday that she wants to be a Speedway rider. She took my G4 out yesterday and practiced going sideways (and wheelies) a la Fishback and Woods. I can't stand it!" To see what caused the commotion, see Northern Dateline.

Utah speedway promoter Terry Nish is looking for an outdoor speedway facility to use next summer, after successfully promoting two indoor meets at Salt Lake City.

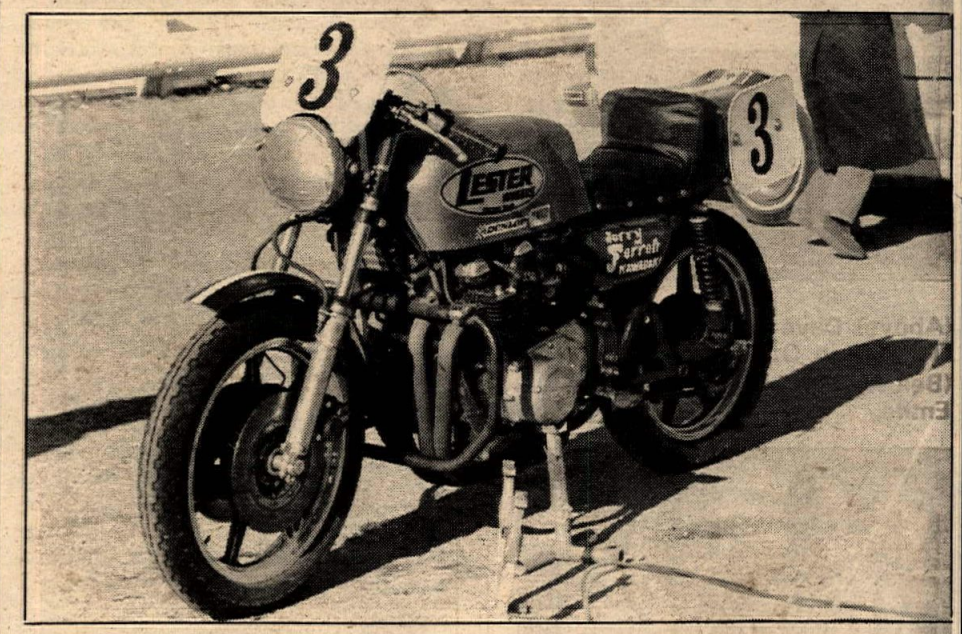
Firestone is getting back into the motorcycle tire business. The company says they've spent the last two years in development prior to the announcement.

Frank Chase, who was going to run the Cannonball Baker backwards, teamed with Mary McGee — but didn't due to schedule problems — instead made the Three Flags dash, Cascade, Canada to San Luis, Mexico, in 18 hours, 25 minutes.

Well, after many reports of who's not going to race in 1977, we have managed to find a few racers planning to get right into it at Daytona. David Emde will ride a Superbike Production Z-1 built by Mack Kambayashi, who is out to prove he's as good a four-stroke tuner as he is a two-stroke tuner. Cook Neilson will ride his Killer Ducati Desmo in Superbike Production as well. And Ron Pierce will ride a OW-31 Replica Yamaha supplied by Al Klinzmann, father of famous Harry K., the 1976 Novice terror.

Ron Pierce, one of the finest all-around road racers in the United States, had his way, he'd ride a Honda in Superbike Production in 1977. So would Reg Pridmore.

The winning Lester Wheels Kawasaki: moving at night, sitting at day.



Lester Wheels Team destroys WERA 24-hour

By John Ulrich

LAS VEGAS, NEV., NOV. 26-27

The Lester Wheels Endurance Team of Lang Hindle, Frank Mrazek, Derek Mitchell, and Denny Laidig survived freezing cold and windswept sandstorms to win the Western/Eastern Roadracer's Association 24-hour endurance race at Las Vegas Speedrome. Even after parking their 1170cc Kawasaki at the 23-hour mark, the team was still 142 laps ahead at the end of 24 hours.

Fifty mile per hour winds whipped sand into a blinding cloud throughout the race, making the rider's view of the racetrack dissolve into a murky void. Combined with ambient temperatures dipping to 26 degrees during the long night section, the wind brought the wind-chill factor temperature down to as low as -16 degrees.

It was apparent to the few spectators at the track that the only team "on the gas" during most of the race was the Lester Wheels Team. While others just cruised, the Lester riders were actually racing. In spite of having to lean left to counter the desert winds at the entrance to one right hand corner, the average lap times of the Lester riders dropped only five seconds with nightfall.

It's easy to see why the team so easily decimated the competition — this was the team's third 24-hour win, and only five teams started the race. Hindle, Mrazek, and Mitchell are from Canada; Laidig from Akron, Ohio. All have experience racing in snow and sleet at night. Considering that, the Las Vegas track surface — which produced more tire wear in four hours than 24 hours at Nelson Ledges — seemed like high-traction heaven for the seasoned racers.

But in spite of the good traction, Mrazek, (who has in the past teamed with Yvon DuHamel in endurance races, is 10-time Canadian Champion, and six-time Czechoslovakian Champion), said that the conditions at Las Vegas were the most trying he had ever encountered.

"I've ridden some tough races," said Mrazek, "but this was the toughest race just to stay out there. Sometimes I felt like I was riding into a wall because I couldn't see anything. The ground just disappeared in the blowing sand."

Hindle agreed. "You're trying to stay relaxed and all the sudden you can't see and you just tighten up."

All four riders gave credit to team mechanics Mike Kaluka, Ken Mallison, Chuck Pell; electrical expert Mike Allaman; and timer Mickey Park.

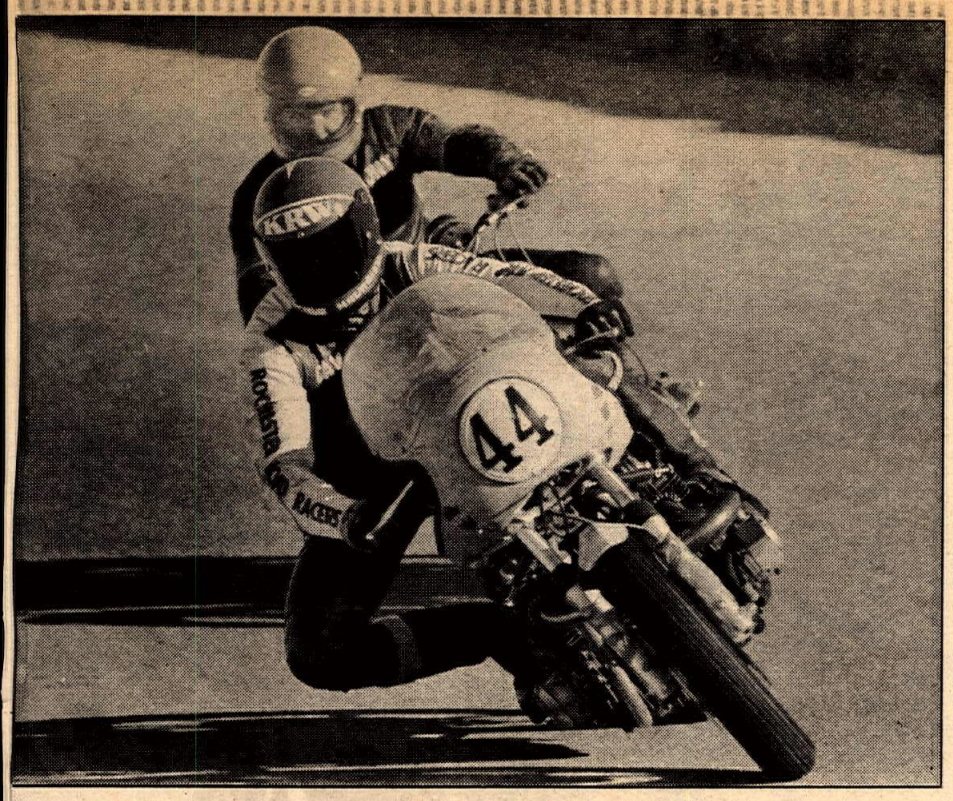
According to team manager Dennis Kacheline, the engine used parts from M.T.C. Engineering of South Gate, California. Non-engine parts came from Jerry Ferrell Kawasaki of Medina, Ohio, and machining was done by Oties Automotive of Akron.

Of the five teams starting, the only non-finishing team was the GS750 Suzuki entry ridden by the entire Motorcyclist Magazine editorial staff, Team Motorcyclist quit after 481 laps.

All finishing teams received a free set of Lester cast wheels from the manufacturer.

Results

1. Team Lester Wheels — 977 laps; (Kaw 1170cc). Riders: Lang Hindle, (Toronto, Canada); Frank Mrazek (Ontario, Canada); Derek Mitchell (Weston, Canada); Denny Laidig (Akron, Ohio). 2. Private entry — 935 laps; BMW 900cc. Riders: Mike McGhee (Missouri); Douglas Kirby (Missouri); Dean Olson (Missouri); Wendell Phillips (Maryland). 3. Private entry — 815 laps; (Yam 250). Riders: Mike Riddel; Dan Poore; James Irwin; Wade Boys (all from Sonoma, California). 4. Private entry — 679 laps; (Hon/Ric 750). Riders: Robie Meiklejohn; Mike Crompton; Ted Agombar; Ted Sturgess (all from Downsview, Ontario, Canada). 5. Team Motorcyclist — 481 laps, DNF; (GS750 Suz). Riders: Jody Nicholas; Rich Cox; Dave Ekins; Mary McGhee; Brad Zimmerman (Los Angeles, California).



(Above): Dave Solt (turbo-charged Kaw 900) temporarily leads Tony Murphy (Tri 750) in Open GP. Murphy passed, Solt crashed trying to catch up. (Below, left): Steve "Mr Jags" Peterman and Murphy. (Below, right): David Emde.

PHOTOS BY JOHN ULRICH

Emde, Murphy star at WERA's sin city

By John Ulrich

LAS VEGAS, NV., NOV 27

David Emde, of National City, Ca. won everything he entered at WERA's Las Vegas road race. As if it weren't enough to lead 250, 500, and Open GP from the first lap, Emde lapped the entire 250 GP field by the 14th lap of the 20-lap final race.

Riding a Mack Kambayashi TZ250 and a Mel Dinesen TZ350, Emde was untouchable in any of the GP classes. Few riders showed up in freezing cold and blustery winds to offer competition. Some riders who did make the drive to Las Vegas went home without racing.

Steve Peterman was out touring with friends the night before the race, and saw Tony Murphy at a casino in town. A deal was struck, and five minutes before the Cafe class was started, Peterman roared into the pits, unbolted his Triumph's luggage rack, and turned the machine over to Murphy. Murphy won 750 Cafe and 750 Production, took third in 500 Expert GP (four strokes can ride down one class), and second in Expert Open GP. After the races, Peterman bolted his bike's luggage rack back on, and rode home to Los Angeles. ●

Results

200 GP: 1. Peter Frank (Yam).
250 GP: 1. David Emde (Yam), 2. Tony Murphy (Yam), 3. Jim Veillard (Yam).
Exp. 500 GP: 1. David Emde (yam), 2. Dave Salt (Kaw), 3. Tony Murphy (Tri), 4. Art Chambers (Hon).
Nov 500 GP: 1. George Capri (Kaw).
Exp Open GP: 1. David Emde (Yam), 2. Tony Murphy (Yam), 3. Art Chambers (Hon).
Nov Open GP: 1. George Capri (Kaw).
Open Prod: 1. Mike Van Natta (Kaw).
750 Prod: 1. Tony Murphy (Tri).
410 Prod: 1. Dave Solt (Kaw), 2. Tony Evans.
Open Cafe: 1. Dave Solt (Kaw), 2. Art Chambers (Hon).
750 Cafe: 1. Tony Murphy (Tri), 2. Greg Cole (Kaw).
410 Cafe: 1. Dave Solt (Kaw).
250 Cafe: 1. Fred Franklin.
Brackets: 1. Dave Solt (Kaw), 2. Bob Carnahan, 3. Fred Franklin, 4. Tony Evans, 5. Art Chambers, 6. Jan Thomas.

David Emde: untouchable again.

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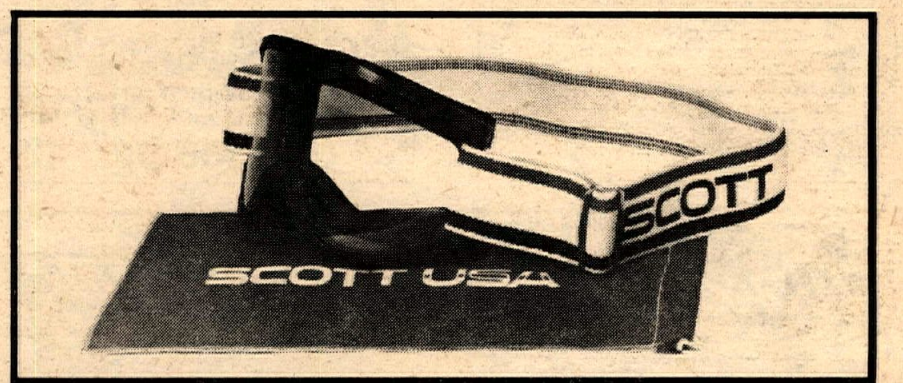

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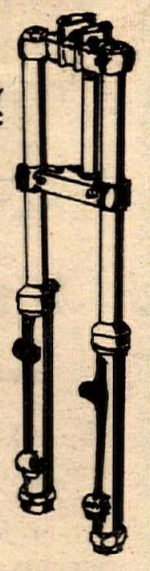

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See pg. 42

BMX CURES

(Continued from page 14)

broken pedals, toothless sprockets, decayed wheels rims and ragged tires stands as a grim monument to the destructive capabilities of a couple of innocent kids.

After finally losing ($) count of major bicycle parts purchased in the last few years a sense of dread calm overtook me when I made the innocent mistake of asking my kids what they wanted for Christmas. "Motocross bicycles", they happily chortled in unison, "yep mom, that's *all* we want." Locking the door to my room and crying for two weeks helped. I finally had to come out when they pounded for three days because the little guy lost his plastic snap on gas tank and refused to ride the Neighborhood Sand Track MX Final World Final (for the month of September) without it. He claimed all the other kids had one and he'd be laughed off the track if he showed up with a bare bike. That did it!

Instant smart set in and I began checking around on what a good authentic motocross bicycle would cost. Almost every major bicycle manufacturer makes an MX model — but you get what you pay for. Major department stores advertise MX bicycles at seemingly low prices only because the equipment they offer is not suitable for racing competition even if the track is only your local vacant lot. These bikes are *not* built to withstand the stress and punishment your kid will try to make it accept. End result? Bigger and better piles of bicycle boneyards!

Some of the very best bicycles on the retail market today come from motorcycle manufacturers and those industries directly connected with motorcycles. Who should know better how to design a motocross bicycle? Certainly not the company that has to offer a simulated snap on plastic gas tank or simulated shocks in order to sell their product as a motocross bike. Maybe (if you're lucky) you will notice the hang tag before you hand over the cash that says in teeny fine print "not intended for use in racing competition".

D/G, Webco, Suzuki and Yamaha are a few of the best all around bikes you can buy. They're all about the same price and they *can* withstand the potential hazards of BMX. Take a good look at what they offer and consider how much money they will save you in the long run. Your kid will be glad you did.

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By Jim Gianatsis

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What the 'IN' pit racers will be riding next year

If you've ever had the urge to stuff a broom handle in the spokes of a pit racer's mini-bike as he charges full tilt through your pit area on race morning with his engine tackin' twelve grand, the latest fad on the Trans-AMA motocross circuit might be just what you have been waiting for. Motocross bicycles are IN, and mini-bikes are now taking row two on the starting line to pedal power. Riders like Gassin' Gaylon, Sugar Bear Grossi, Sideways Semics and Jammin' Jimmy are going at it heavier in the parking lots of the Holiday Inns with motobicycles than you'll ever see them bash it out on the track.

The two hot rigs on the circuit seem to be Suzuki's new production motocross bicycle in the hands of the Suzuki motocross team members and the new Jimmy Weinert motobicycle in the hands of various contracted riders. Jimmy's bicycle, marketed by his accessory firm Laguna Distributors, has to be the trickest rig with ultra lightweight parts and should prove to be a hot seller to the real motobicycle set.

Basis for the Jimmy Weinert BMX machine is 3140 chromemoly steel molded into an advanced geometry design frame and fork assembly. The pedals and crankshaft assembly are also out of chromemoly to hold down on weight while retaining strength. The seat post is solid aluminum to hold up under the worse jump landings. . .which is probably more than we can say for the riders. Handlebars are also chromemoly. The real trick item which impressed everyone was the Tuff Wheels made of nylon plastic which are extremely light and flex just enough to be considered the only real suspension the bike has. The entire handlebar clamp assembly is forged aluminum

Price on the Jimmy Weinert BMX racer varies between $200-249 depending on the exact options the bike comes equipped with. Available goodies include a 3-piece, quick change "crankshafts" with different sprocket ratios, and a hand operated rear disc brake. For complete information contact Laguna Distributors, 27601 Forbes Road, Laguna Niguel, California 92677. Phone (714) 831-2102. •

BULLETIN

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The general management have decided after much consideration, to establish the corporate headquarters in the East . . . with a major distribution point on the West Coast.

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We are pleased to announce this consolidating effort and hope that it will meet with approval from all our many friends and enthusiasts.

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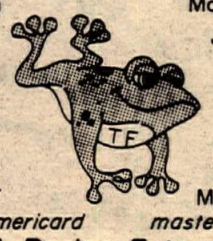

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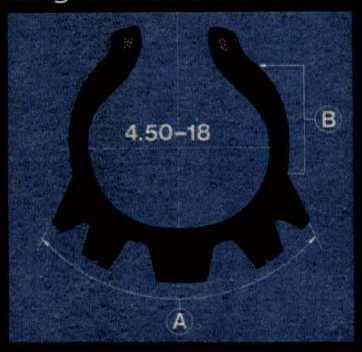

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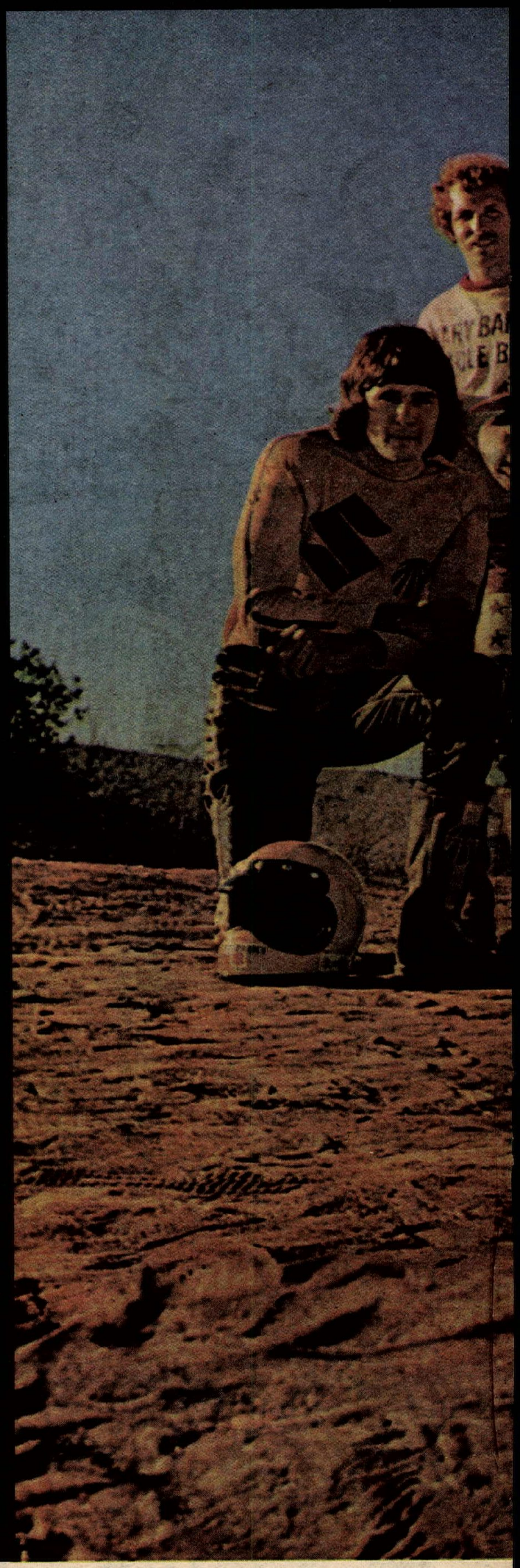

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CMC Carlsbad; Glover, Smith, Pettigrew

By Chuck Burris

CARLSBAD, CAL., NOV. 28

A crisp sunny day, a super track lay out and lots of action made Carlsbad a good place to be Sunday. The 125 Pros started out in the morning with a holeshot from Eddie Clark (Hon), who was soon passed by Broc Glover (Yam) with John Tessitore (DG) in hot pursuit, Broc never let Tessitore by and the finish went Broc, John and Nelson Whitehall (Yam). The second moto saw Broc with the holeshot and the win, with Jeff Tomlin (Hon) second and Nelson Whitehall again with a third.

In the first moto of the 250 Pro division John Smith (Suz) got the holeshot and never slowed down, T.J. Warren (Mon) and Mike McGowen (Hus) stayed second and third throughout the race. In the second moto John again ripped it with the holeshot and the win. T.J. hung on for another second and Steve Rhyan (C-A) finished third. Chuck Pettigrew (Mai) got both holeshots and both wins in the 500 Pro division, with Dale Anderson (Suz) finishing second in both motos, and Fritz Schiegel (CZ) finishing third in both motos. ●

Results

MINI EX: 1. Rich O'Brien (Yam). 2. Gary Tomlin (Hon).
MINI JR: 1. Kerri Paulson (Yam). 2. Victor Padilla (Hon). 3. Frank Grangetto (Hon).
100 JR: 1. Adam Padilla (Hon). Tommy Higgins (Suz). 3. David Conrad (Suz).
125 PRO: 1. Broc Glover (Yam). 2. Nelson Whithall (Yam). 3. Jeff Tomlin (Hon).
125 INT: 1. Joe Padilla (Hon). 2. John Brust (Hon). 3. Steve Carson (Hon).
125 JR 1: 1. Tim Devlin (Hon). 2. Al Stromberg (Hon). 3. Ron Lousbury (Hon).
125 JR 2: 1. Jay Marcell (Kaw). 2. Dan Davalos (C-A). Mike Heimer (Hon).
125 BEG: 1. Joe Hernendez (Yam). 2. Randy Marshall (Yam). 3. Glen Grossman (Suz).
250 PRO: 1. John Smith (Suz). 2. T.J. Warren (Mon). 3. Steve Rhyan (C-A).
250 INT: 1, Ken Nannenhorn (KTM(. 2. Brad Roysdon (Suz). 3. Douglas Sothward (Suz).
250 JR: 1. Burt Wald (Suz). 2. Greg Weaver (Kaw). 3. Paul Woods (Suz).
500 PRO: 1. Chuck Pettigrew (Mai). 2. Dale Anderson (Suz). 3. Fritz Schlegal.
500 INT:1. Dale McKinney (Bul). 2. Charles Ball (Yam). 3. Bill Jewell (Mai).
500 JR: 1. Neil Muelhausen (Yam). 2. Larry Francis (Mai). 3. Steve Pepper (Suz).

Taylor romp CRC $1000

By Harold Tyndall

VALENCIA, CAL., NOV. 21

The CRC racing organization got together with the Indian Dunes racing facility in Valencia to get down some heavy Sunday morning racing. The racers today were going for a $1000 purse. Such temptation couldn't be resisted.

Dave Taylor showed up today with a very sano looking Yamaha, complete with factory mechanic. Dave didn't waste any time in taking the lead in the Open Pro action as his Yamaha outpowered the competition and took him to a decisive lead at the beginning of the race, a lead he was never to relinquish. After the race was half over, he had built up a tremendous lead. Tim Lunde, riding his Cole Brothers Maico, came trailing in second, followed by FMF's Ron Turner.

The second moto was not going to be as easy as the first moto for Taylor, but after a few laps it was Taylor out in front again, with Bryar Holcomb hot on his tail. Bryar was riding a 77 KTM 400 that had been gold anodized almost everywhere but the tires. Holcomb was constantly hot on Taylor's rear tire, waiting patiently for Taylor to make a mistake so he could pass. But Taylor and his Yamaha performed flawlessly for the rest of the race, keeping their lead from the anxiously waiting Holcomb.

In 125 competition today, the first moto saw Gary Denton take his DG sponsored Honda to a clearcut and decisive victory, just sailing away from the competition, without second place finisher and CH Ind. Honda rider Mike Pillar even coming close.

In the second moto it was Denton once again flinging his Honda into the lead, with Broc Glover's factory Yamaha hot on his tail, keeping it that way till the third lap, when Bobby Jones took his CH Industry sponsored Honda to third, making it a three way battle for first. But as luck would have it, just as Gary Denton looked like he had it all wrapped, his chain broke, leaving him at spectator status.

Glover and Jones took first and second respectively for that moto, but David Williams had scored third in the previous moto, giving him the overall and first place money for his third in this moto, Glover having scored a sixth in the first moto. ●

Results

MINI BEG: 1. Jay Rey (Yam). 2. Richard Malott (Yam). 3. Eddie Michetti (Yam).
MINI NOV: 1. Joe Morris (Yam). 2. Karl Johnson (Yam). 3. Chuck Greeson (Yam).
MINI INT: 1. Todd Bausch (Yam). 2. Greg Waldrup (Yam). 3. Norman Nilsson (Hon).
MINI EX: 1. Jim Holley (Yam). 2. A.J. Whiting (Yam). 3. Matt Whiting (Yam).
OPEN EX: 1. Dave Taylor (Yam). 2. Tim Lunde (Mai). 3. Ron Turner (FMF).
250 EX: 1. Ron Turner (FMF). 2. Jeff Vidic (Suz). 3. Greg Robertson (Oss).
125 EX: 1. David Williams (Suz). 2. Mike Pillar (Hon). 3. Broc Glover (Yam).
CRC JR VETS: 1. Bill Burkhart (Yam). 2. James Jones (Mai). 3. Darwin Zenser (Suz).
CRC SR VETS: 1. Jess McIntosh (Mai). 2. Joe Pric (Hus). 3. John L. Wilson (Yam).
OPEN INT: 1. Donald Draskovich (Suz). 2. Tom Jenkins (Yam). 3. Dick Yeats (Mai).
OPEN NOV: 1. Kirk Harris (Bul). 2. Rocky Frontino (Mai). 3. Perry Perse (Mai).
OP/EN BEG: 1. Mark Royer (Yam). 2. John Nichols (Yam). 3. Jon Rodriguez (Hus).
250 NOV: 1. Kevin Olson (Mai). 2. Joe Blanchard (Mai). 3. Dave Osterman (Suz).
250 BEG: 1. Larry Olson (Suz). 2. Allan Kent (Hon). 3. Scott Shultz (Hon).
250 INT: 1. Murry Lantz (Suz). 2. Nick Mitchell (Bul). 3. Jeff Drummen (Bul).
125 INT: 1. Kurt Headlund (Hon). 2. Greg Boren (Hon). 3. Mike Rauch (Yam).
125 NOV: 1. Dave Vicioso (Hon). 2. Scott Boek (Hon). 3. Rod Richardson (Suz).

100 INT: 1. Ty Hanway (Suz).
100 EX: 1. Gary Scheidler (Yam). 2. John Gless (Hon). 3. John Lyane (Hon).
100 NOV: 1. Tommy Bence (Suz). 2. Mike Diego (Yam).
100 BEG 1: 1. Mark Grossman (Yam). 2. Bill Mitchell (Suz). 3. Pat Sidenberg (Suz).

A.M.E. Spillway Park Fifth Annual North Vs. South

By Lee Taylor

SANTA MARIA, CAL., NOV. 21

Sunday morning, on an old river bed in Santa Maria, the Civil War was fought all over again. Late the night before, soldiers from the South arrived and set up camp. By the time the sun had come up the next morning, the boys were on the line, ready to defend their honor. There were a few differences however, between this war and the one over one hundred years ago. This year, the boys camped in modern motels and vans. They had the K and W Chuck wagon loaded with hot dogs and cheeseburgers to feed them and plenty of cold beer. Also, a T.V. set kept them posted on the football game. Instead of muskets, Maico's were firing off the line and rolling cannons were replaced by A.T.C. 90's.

The 125 Pros in their second moto were led by Alan "General Grant" DeLarge and Willy "General Lee" Simons. The race between these two was unbelievable! Willy had a first in his first moto and was really flying, no holds barred to pick up another first. Alan had a seventh and was fighting like crazy to improve his overall position and hold the lead. Alan and Willy were flying off jumps side by side and bouncing through ruts, legs flying. You would swear these two were stuck to their bikes with fly paper. There was a race within a race going on between Willy and Bob Kline that had all the Southerners in absolute frenzy. These two were also fighting for top Pro points and the Number One plate in their class and they were hot on each other's tail throughout both motos. Bob ended his first in second place and was really out to take the first overall from Willly.

They hit the berms practically locking handlebars and took off over the jumps almost on top of each other. Finally, towards the end, Willy managed to stretch out a slight lead over Bob and hold it till the checkered waved them home. Willy Simons taking home the gold for a first overall, second going to Bob Kline and third to Jim Lesnieski with a 3-4. Alan DeLarge, who rode a brilliant second moto, took fourth overall.

Randy Berkeley in the Open Pro race, set out to show the North how it's really done with a fantastic ride. In the first moto, he had Gary Murphy and Chuck Lanrarole out to stop him. These three really made tracks. Side by side over the jumps, hot on each other's tail for 30 minutes without a let-up. In the second moto, Randy came back on the line with a first from his previous moto, ready for another win. This time Michael Preston was hounding and pushing him all the way . . . Gary was back in third giving it all he had to take over.

The final checkered gave a double win to Randy Berkeley, a well-earned second to Gary Murphy and third to Gene Manhire. By the time the sun went down and the dust had settled on the battlefield the war was over, at least until next year when the Northern and Southern Armies of A.M.E. return. For five years this has been going on and it probably will continue as long as there are motorcycles to race and an old riverbed to race them in. ●

Results

MINI JR: 1. Mike Baron (Yam). 2. Jamie Lewis (Yam). 3. Troy King (Yam).
MINI INT: 1. Joe Dyer (YAM(. ±. Randy Dyer (Yam). 3. Todd Broussard (Yam).
MINI EX: 1. Steve Schmit (Suz). 2. Scott Grose (YZ). 3. Ed Perry, Jr. (Yam).
ATC MOD: 1. Larry Greer (Hon(. 2. Jim Nichols (ATC). 3. Rick Horn (ATC).__
ATC STOCK: 1. Marvin Kocns (Hon). 2. Stan Painter (ATC). 3. Tony Machado (Hon).
WOMENS DIV: 1. Cherry Stockton (Bul). 2. Rox Ann Dougherty (Hon). 3. Pat Holland (Hon).
100 JR: 1. Tim Wilborn (Suz). 2. Ron Cooper (Suz). 3. Bill Davison, Jr. (Yam).
100 INT: 1. Jim Williams (Hon). 2. Burl Beverage (Suz). 3. B.J. Lehn (Suz).
100 EX: 1. Jim Cote (Suz). 2. Jimmy Crowder (Yam).
125 JR A: 1. Randy Johns (Suz). 2. Tim Wilson (Yam). 3. Kelly Lawrence.
125 JR B: 1. Glen Cordero (Suz). 2. Rick Oldhan (Suz). 3. Bobby Martindale (Suz).
125 INT: 1. Paul Lane (Yam). 2. Stuart Carroll (Yam). 3. George Galindo (Hon).
125 PRO: 1. Willy Simons (FMF). 2. Bob Kline (Hon). 3. Jim Lesnieski (Hus).
250 JR: 1. Russ Norton (C-A). 2. Rick Forner (Bul). 3. Terry Evans (Suz).
250 INT: 1. Greg Bergman (Kaw). 2. Rob Weatherby (KTM). 3. Cory Sawyer (Suz).
250 PRO: 1. Mike McGowen (Hus). 2. Fred Price (Hus). 3. Scott Karl (Suz).
500 JR: 1. Chris Borchard (Mai). 2. Dave Robertson (Suz). 3. Dick Foulke (Hus).
500 INT: 1. Tim Sarian (Mai). 2. Ken McAllister (Bul). 3. Ted Hill (Bul).
VETERANS: 1. Keith Phillips (Suz). 2. Lee Hill (Bul). 3. Ron Willey (Hon).
500 PRO: 1. Randy Berkeley (Mai). 2. Gary Murphy (Mai). 3. Gene Manhiere (Suz).

Final District Points MX for one-to-fives

By Ken Dunn

CARLSBAD, CAL., NOV. 21

Today's event marked the end of the '76 point season, which included only a handful of points paying events. Most of the number one plates had already been decided, but number one was still up for grabs in D-38 125 class with three riders, Steve Bartley, who almost won the National Amateur title a month ago, Graig Myers, and Jerry Stewart all in a position to pull it off.

Steve Bartley holeshot the first 125 round with Myers (Hon) Nelson Whitehill (Yam), and Corki Moore (Suz) falling in behind. Myers dropped out before the end of the first lap with a fried crankshaft in his Honda, then Bartley had carb problems that saw him in last place by lap two. Nelson Whitehill was all too happy to slither into the lead, broadsliding his 125 mono around the muddy course in an all-or-nothing effort to extend his lead. Whitehill ended up with nothing when he overcooked a slick turn and lost about six or seven positions in the process.

D-37 number one Butch Darling inherited the lead and held onto it with some conservative riding to win the moto. Corki Moore, who had spent most of the moto playing games in the mud, or trying to see how much abuse his clutch would take, or both, spent enough time racing to claim runnerup.

Steve Bartley once again read the starting gate faster than anyone else as he led the final 125 round through the first turn. Bartley wasted no time in extending his lead over Moore (Suz), and Nelson Whitehill (Yam). Whitehill caught Moore on lap three, leaving the first three positions unchanged for the remainder of the moto. Jerry Stewart (Yam) racked up another fourth for his efforts. Corki Moore was consistent enough to grab the overall, with Stewart second in the unofficial results. Bartley's second moto win assured him at least one championship after many outstanding performances this season. ●

A new Hill-in-the-Hole

By Ann A. Powell

ORANGE, CAL., NOV. 21

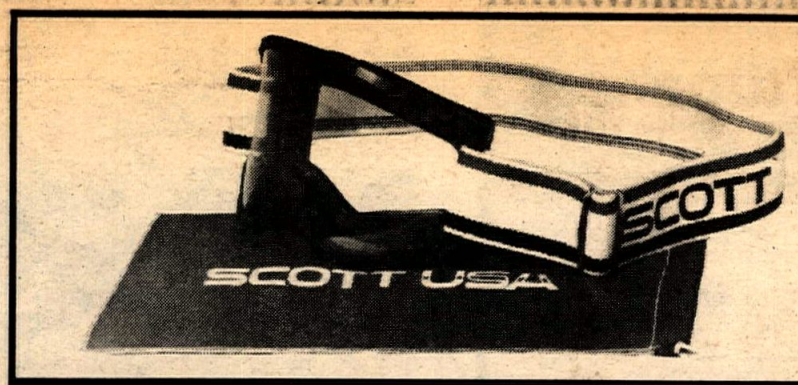
It had been billed as a climb at the Hill-in-the-Hole and against the clocks. What had not been billed was the fact that this was to be a totally new hill, one never before climbed.

Tom Turner, top rider in the 125cc class, took his Honda up to a winning mark of 80 feet. That put every rider on notice that this was going to be some kind of hillclimb! Although Dick De Rosa managed to get his stock Yamaha 250 over the top, his time was 23.92 seconds. When you consider that the fast time on the old run, just 20 feet to the left, was just over seven seconds, that "fast time" was mighty slow.

The second round of competition was nearly completed with Peterson's 12.04 seconds record still holding. All that was left was the Open class, the biggest and most highly modified bikes at the climb. There were a number of riders here who could match the skill of young Peterson. None were as light, but they rode bigger bikes, and the highly modified steeds could handle the extra weight of the older riders.

It was Ron True who finally got it all together and took his snortin' Norton through the lights at an unbeatable 11.65 seconds, a hill record, and top time of the day.

If you ask a hillclimber what he thinks about a hill, a non-climber might be surprised at the answers. "I like a hill that is rough, one that can't be climed," says Tom LaRue. "This hill, rough as it is, is what I'd call a hillclimb," says Kerry Peterson. "Wish I'd done better," says Ron Saffel, who was dropped to fourth place in the Open class when his Triumph ran into a gearbox problem, "but it was a great climb!" ●



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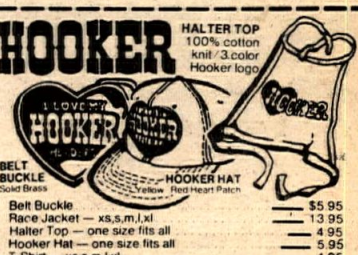

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John Smith crests the Saddleback hump during CMC action.

CMC Saddleback to Van Camp

By Patti Trotter

ORANGE, CAL., NOV. 21
500 Pro's went first and Scott Gillman (Yam), David Gerig (Suz) and Ritchee Collins (KTM) garnered the top points in the first moto. Gerig was first off the line and blasting down the first hill before Scott caught up to him. David and his Suzuki managed to hold the lead for one lap and then he surrendered it to Scott. Ritchee Collins and Dale Anderson (Suz) followed Gillman and Gerig under the checkers for the final positions. Payback went to those four riders.

Mark Van Camp (Mai) and Randy Blevins (CZ) along with Dave Maas (Suz) and Clint Smith (Mai) were the stars in the 500 Intermediate class.

John Smith and his Nightingale Mfg. prepped Suzuki rocket went for the big bucks today and got the win. John's closest competition came from Pat Hubbs (Suz) and Wes Sutton (Mai). In the second moto John exploded off the line and at one point in the race he had a 23 second lead on the second place rider.

Results in Results Section.

A.M.E. Mini MX

By Lee Taylor

VALENCIA, CAL., NOV. 12
The 9-11 year olds 83cc Juniors were at it again. Jay Sapp and his good buddy Jack Greenberg were fighting each other all around the track. The final checkered flag found Jay taking home the gold with a nice 1-1 and Jack Greenberg settling for second with a 2-2. Settling that is, until the next time.

The Pee Wees were small in number but mighty in spirit. Jason Norman started off with a slight lead over his buddy Matt Foulk. Matt caught up quickly and these two were charging around their track neck and neck. Matt finally got by Jason for a first in the first moto. Jason didn't care much for this and promptly remedied the situation in their second with a first place win, for a first overall. ●

Results in Results Section.

Old Timers slick at Escape Country

By O. T. Dal

TRABUCO CYN., CAL., NOV. 14
Everybody mixed it up in the Masters class with a muddy moto win, a second and a third posted each by VP Marvin Olson, Blackie Lewis and Al Dennler, giving all three identical points. Al took the last moto and first overall for the day with Marvin sliding in for second. Following right behind was Blackie, and on his taillights Jim Warden was throwing muddy rooster-tails for fourth overall.

Two great sloppy battles went on in the Expert class with Dick Frampton and our good friend from Oregon, Bill Downing, with Dick winning two

DENNIS COX PHOTO

Name this rider and guess what kind of bike he used to ride?

motos and top notch this day. Bill won the last moto and the nod for second spot. Bill's comment on the weather — "What's new?" The other muddy fray participants were George Meyer and Secretary Bill Bird, also separated by only one point for third and fourth respectively at the finish line.

In the Amateur class Gerry Steiner absolutely showed everybody else how to motocross in the mud by chalking up the only clean sweep of the day. Super riding, Gerry! Norm Blackmer also found the gloop to his liking by placing a strong second, followed by Fred Maynard in third spot and Prez Dick Varvel right behind and only one point away for fourth overall. ●

Results in Results Section.

Yorba shocks Saddleback Saturday

By Danny Raymond

ORANGE, CAL., NOV. 20

Orange County Suzuki's Mike Yorba stormed to a well deserved 500 Pro win by sweeping two straight 40 minute motos. Mike took charge of the first moto as soon as he passed Mark Van Camp for the lead and went on to smoke to the finish. By the end of the moto Van Camp fell in behind Yorba, Dan Steele (Suz), and CZ mounted Fritz Schlegel.

Miller Mano's Pete Wanket took home the top dollars during today's 125 Pro action after some heavy dicing with Q&E's Kurt Sofka and Tag Turner (Hon). Pete won the first moto after his brother, Tony Wanket and Kurt Sofka was forced to slow with bike problems. There was no stopping Sofka in the final moto as he went on to smoke the race. Pete Wanket held onto his important second spot assuring him of the overall win. Tag Turner followed in third that was needed to lock up the second overall postion. ●

Results in Results Section.

MX Cycle Haven

By Bob Ottow

LONG BEACH, CAL., NOV. 14

The most hotly contested race of the day was the 125 Junior class, the first moto was won by Dean Slater (Hon) with Wayne Talkington taking second and Tom Miller third. Moto two saw a start and a restart with Tom Miller grabbing the early lead with Talkington (Hon) in second. Talkington fell, leaving second place duties to Dean Slater who began to work up and massage Miller's rear fender, but to no avail as the checkered flag ended moto two's battle.

In the third moto Miller grabbed the lead again with Slater hanging on to his rear fender. Miller began to

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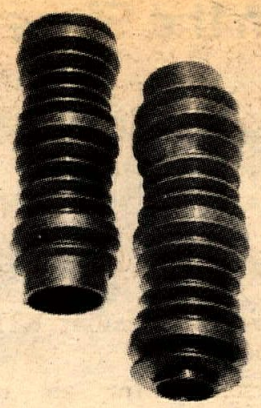

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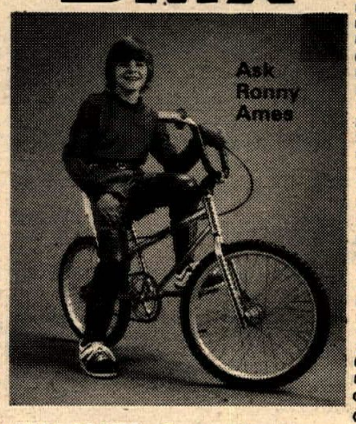

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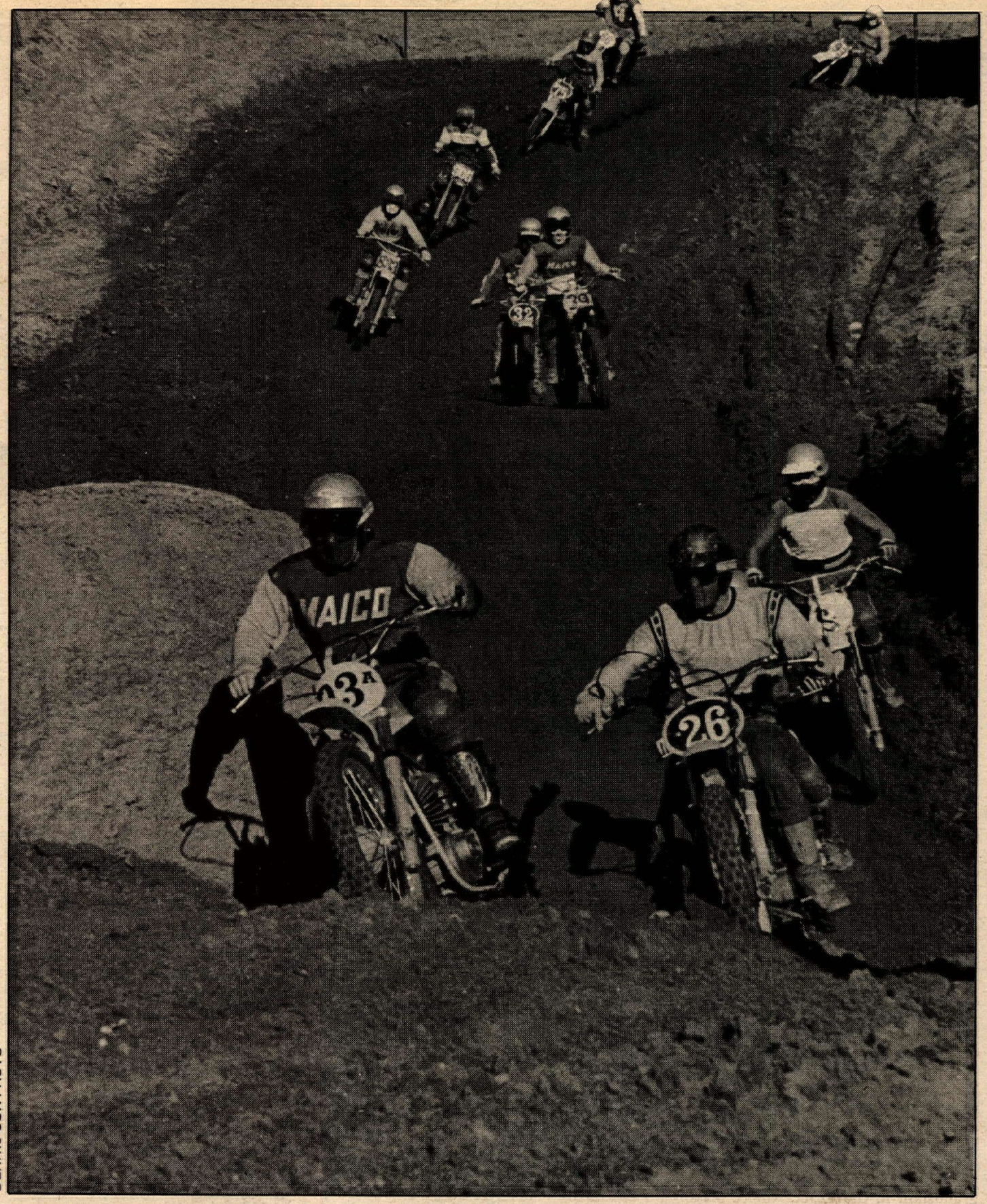

DENNIS COX PHOTO

250 Juniors go for it at Saddleback during the 30 minute Saturday motos.

stroke his water-cooled motor and improve his lead by one second a lap. As the moto proceeded his lead only increased and by the last lap he had a 15 second lead for first place and first overall. Slater came in second for second overall for the day. Third went to Talkington.

The first female MXer to race Cycle Haven appeared in the 125 Beginner class, and though she didn't place well, Peggy Wilson showed the boys there's room for girls in MX. ●

Results in Results Section.

A.M.E. MX

By Lee Taylor

VALENCIA, CAL., NOV. 14

The 250 Pro class saw a tough race for first between Mark Gambetta and Donnie Hansen. It was their race right down to the wire. In the first moto Donnie Hansen had a first and Gambetta a second. Craig Osborne who dnf'd in the first pushed Donnie relentlessly throughout the second for third even though he knew he wouldn't trophy. And so it went for these three, for 45 long minutes in their second moto, sliding around muddy turns, forging the stream down the middle of the sandwash, courtesy of the recent storm. Handlebar to handlebar through many of the turns, ducking low tree branches. When the final checkered flag waved these boys home, Gambetta picked up his share of the $1,000 purse for a first overall, with a well-fought for second to Donnie and a third to Mark White.

Sunday was another first for women who are into racing. The inauguration of a woman's Pro class at A.M.E.'s $1,000 purse race, co-sponsored by Robert Bosch Spark Plugs. Sue Fish was there and in beautiful form as usual. Coming into her second moto she encountered considerable resistance from Kim La Vigne and Rhe Gliemi who set out to keep her from winning both motos. Sue refused to accommodate them and set up a beautiful lead for herself.

Results in Results Section.

Wild bunch at AME Night MX

By Lee Taylor

VALENCIA, CAL., NOV. 19

The 250 Beginners were a wild lot Friday night. What with the likes of Jesse James, Jr. and Dave Wild what else could one expect.

The first moto found some tough racing going on between Dave Wild, Terry Mason and Douglas Gamby. Dave had taken the holeshot and was trying desperately to hold on to it. Terry Mason moved out into the lead and found Doug McNeely and Joe Johnson hot on his tail. Joe did some fantastic riding and grabbed up first by the end of the first moto.

The second moto found Joe raring and ready to wrap things up for the evening. There was some unbelievably close racing between Joe Johnson and Dave Wild for first. Dave was closing in fast and almost got by Joe at the bottom of the drop-off. Terry Mason who had a sixth in his first moto was trying desperately to hold off Jessee for third. It was show-down in O.K. Corral time between these two and they fought it out all around the track and throughout the moto. The checkered flag saw first going to Joe Johnson for a beautiful 1-1. Second to Dave Wild riding for Gary Bang Cycles, somehow his sponsor's name seems more than coincidency. And third to Jess James, Jr. ●

Results in Results Section.

Corona High School MX

By Elaine Jones

CORONA, CAL., NOV. 12

It was a tight battle Friday night at Corona Raceway for the overall High School team title. Chaffey, Cajon, Hemet, Montclair and Poly were each in the running but it was Poly that emerged victorious when it was all over.

Poly's two wins came in the Mini Cycle class and the 100cc Intermediate. Randy Ritchotte ended the first moto of minis in second behind Alan Widrick of Montclair but he backed it with two firsts while Alan had a DNF and a second.

Bruce Small made sure there were no questions about his first in the 100cc Intermediate class. He led all three from start to finish. Mike Johns of Montclair was in second for the first two motos but Tony Rosetti of Poly got the jump off the line in the final moto to bring it home second. It didn't affect Mike's second but it sure helped Tony finish with a solid third.

Hemet also collected two wins for the night. Bill Metzger collected a grandslam in the 125cc Novice class. Like Bruce Small, Bill decided the best place to be was in front and that's where he was every moto. Bill Easley of Cajon was tied with Sean Sessa of Poly for the second going into the final go. Sean got off on top but it was short lived as Bill took over in the second lap and went on to win the place spot with Sean in the show position. ●

Results in Results Section.

Mini Combo at Elsinore

By Andi Gangewer

ELSINORE, CAL., NOV. 13

There was quite a race going on in the Mini Combination class with everything from Beginner's to Expert's on the track. Amateur Dave Hulbert seemed to have it all together in this class as he took two of the three wins. Younger brother Darren, an Expert, had a hard time beating his brother. Darren had the disadvantage of starting way in the back, being the sole Expert, but he managed to wiggle his way through the potpourri of riders to finish second behind David. Newly transferred Amateur, Jim Snow was a close third. What a race the second moto! It was a real battle between Jim Snow and Dave Hulbert. Jim had the lead lap one then Dave took over for the three laps in between. Dave got too confident and that's all Jim needed. He gassed it and right at the line Jim zapped by Dave to take the checkered. Jey Sapp, a Novice out of Chino followed in third. Dave had to have the win the last moto or he'd lose it all. Dave was fired up and no way was he going to let Jim Snow get a wheel under him. Dave led every lap and the trophy for the Mini Combination class went to Dave Hulbert. Jim Snow was the number two man overall. Dave's younger brother, Darren, was third the last race and overall. ●

Results in Results Section.

Hunter perseveres at AME Mini MX

By Lee Taylor

VALENCIA, CAL., NOV. 19

Friday just had to be Josh De Vane's night in the 0-83cc Beginner's race. He had done everything right. In both motos he took beautiful leads off the line. In his first moto he had a 15 second lead over everyone else. In the second moto, even with Frankie Hunter pushing him relentlessly he managed to build up a lead. A situation in which a lot of riders would ride over their head and lose their position. But as happens to the best riders in the world, Josh went down on his last lap in his last moto and finished third. He's a good little rider and a good sport; knowing Josh he'll be back next Friday night all set for another good ride, and a shot at the gold.

Frankie Hunter who had pursued Josh through both motos, refusing to give up, took home a first place with second place going to Ricky Porter for a beautifully consistent ride. ●

Results in Results Section.

Cross wins; Loses with loud bike

By Rex Reese

TRABUCO CYN., CAL., NOV. 21

Tom Cross (Suz) appeared to have the 250 Expert class all wrapped up, but he was disqualified for lack of a silencer on his bike. Mark Marinez (Mai) who was running a fair second behind Cross all day, was promoted to the money spot. Likewise, Dann Vivier (Hus) moved up to second, and Rick Rasmusson (Hus) was make third.

In the 250 Intermediates, thumper pilot Tod Vanden Raadt proved that the four-stroke is far from dead as he powered his trick Honda 250 to three straight wins over the more, "sophisticated" two-smokers. Steve Jarnmillo (Suz) scooted himself to fill the second spot, while third went to Scott Kinnier (Yam).

In the combined 250/Opne class, the first moto win went to 250 Expert Rich Mullin (Mai), who was followed by Open rider Tom Mayfield. Cross had been lapped, but went on to win the next two rounds. Mayfield had finished behind Cross in round two, and was caught back in traffic in number three, but his placing compared to the rest of the Open Experts netted him the win with Bob Marino (Suz) second and Corey Bogane (Suz) third. Open Expert Mark Brooks (Suz) with his two consistent third place finishes, would have filled the spot where Bogane had finished, but a short trip into the weeds put him out of the picture. It was during the third moto that Rich Mullin (Mai) made one of the most exciting crashes seen when he overshot the scorer's jump and proceeded to take a tumble in the dirt. Even though both bike and rider had survived the crash in good shape, Rich decided to call it a day.

Rawley at R.A.C.E. MX Corona

By Elaine Jones

CORONA, CAL., NOV. 12

Mark Rawley went pro and got greedy all in one night at Corona as he rode both the 250cc on his Suzuki and the 500cc on his CZ and then collected the bucks in both. Mark had a few problems the first moto in the 500 class when he was hampered by the dust from running in second. He changed all that the next two when he got out in front and didn't have to sweat the small stuff. Tom Karos followed Mark all three in the 250cc and Lee Rosenberry got beat by one point in the 500cc go.

David Callaway beat his Rincon Kawasaki teammate Leroy Dozois for the first time in the Open Junior but they both lost to Mark Ellis who had a perfect 1-1-1.

Tony Feldhaus had his win streak broken in the 125cc Junior class. He started with a first but Bart Onasch came back the second moto to claim the win and tie up the ball game. Bart got the nod and Tony barely hung on to second as Mark Ballow was knocking at this door and the difference was one little point.

Mark's brother Paul kept the family honor alive as he had a clean sweep in the 125cc Pro class. Kinney Jones followed him home. ●

Results in Results Section.

A.M.E. Mini Thanksgiving GP

By Lee Taylor

VALENCIA, CAL., NOV. 14

Jim Holley rode all out in the 105cc class down on the International Track. This boy has consistently been one of the fastest and sharpest riders around over the past four years and his experience showed. He set up a good lead for himself and held it halfway through the 45 minute race when he crashed in the center of the track. A.J. Whiting was running 20 seconds behind him and Matt Whiting was setting himself up into third. Holley recovered and got going before A.J. could pass him and held on through the 22 remaining minutes in the race. The checkered flag waved Holley across to a first and a four foot trophy, second went to A.J. and third to Matt for a super ride.

Results in Results Section.

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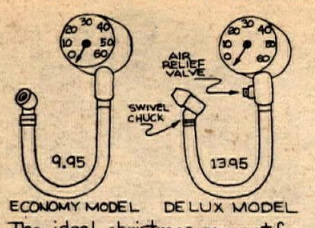

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CENTRAL PIPELINE

Pentons pound Mosier mx

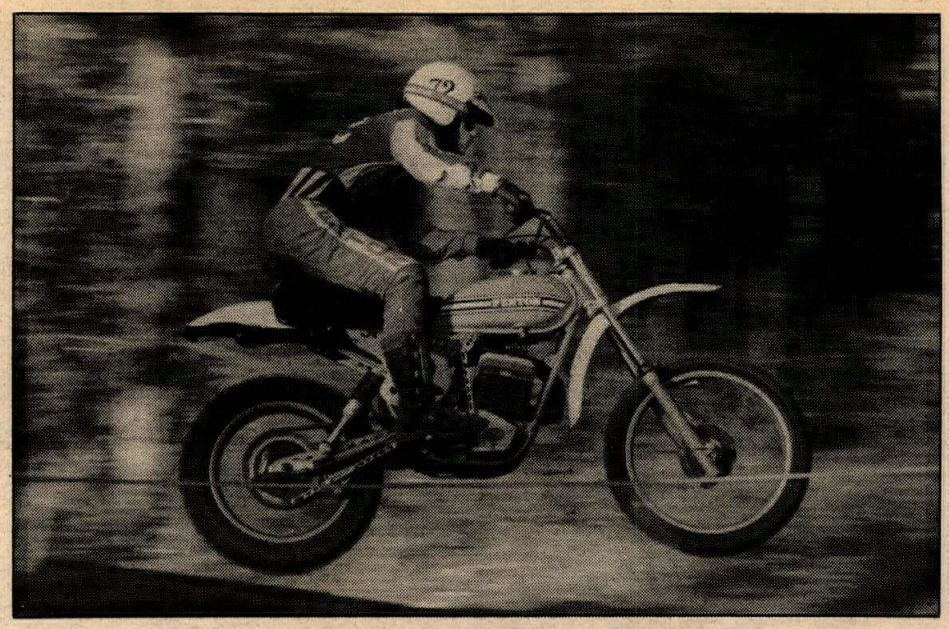
By Dave Nielsen

ARLINGTON, TEX., NOV. 7

The Penton powerhouses freight-trained the big boys again at Mosier Valley MX Park today, with prime movers Ricky Kidd and Bobby Pickard at the controls, and Dickey Nowell rounding out the local Penton Expert class wrecking crew. Intermediate 250 and Open classes also got rear views of these Austrian mounts, as Bruce Hallmark and Brian Wilson made the most of highly refined suspension systems on Mosier's shifting sand and jump sections. The track itself had undergone some major rerouting, and was in fine shape for the 265 riders who enjoyed ideal weather.

Second-moto and last-lap victories highlighted the action in many of the 14 classes, proving again the competitive and spirited nature of racing here in the hotbed of Texas motocross. Even in the Over 30 class, it went down to the wire in the final moto between Tom Cone (360 Bul) and Tom Hollister (250 Yam), as Cone got by Hollister just before checker time for the overall win. In Senior Minibike, Tony Nielsen (Hon) was about to upset first moto winner Craig Riddle (Hon) in the second round until he tangled with a lapped rider and Riddle scooted by, scant seconds from the finish line.

As reported in recent weeks, the 100cc class has emerged as one of the best for close racing, and today was no exception. In the first moto, Johnny McGee (Suz) led the 18-rider field until Mark Loving (Yam) edged past on lap two. None of the first five were giving up, as fractions of a second and a foot or two here and there would make the difference. On the last lap, Todd Young (Suz) of Homer, Louisiana nipped McGee for second, with Don Burns and David Sanders trailing closely in fourth and fifth.



PHOTOS BY DAVE NIELSEN

Dickey Nowell flies to second 250 Expert at Mosier Valley.

The deciding second moto saw McGee get the jump again (the parts for his RM100A finally came in), but Loving held securely to second with first overall in the bag, the pressure eased by Young's disappearance from third place during lap three. Behind Loving (1-2) and McGee (3-1) came many-time class winner David Sanders (Suz, 5-3) of Greenville and Longview's former mini ace Don Burns (Suz, 4-6).

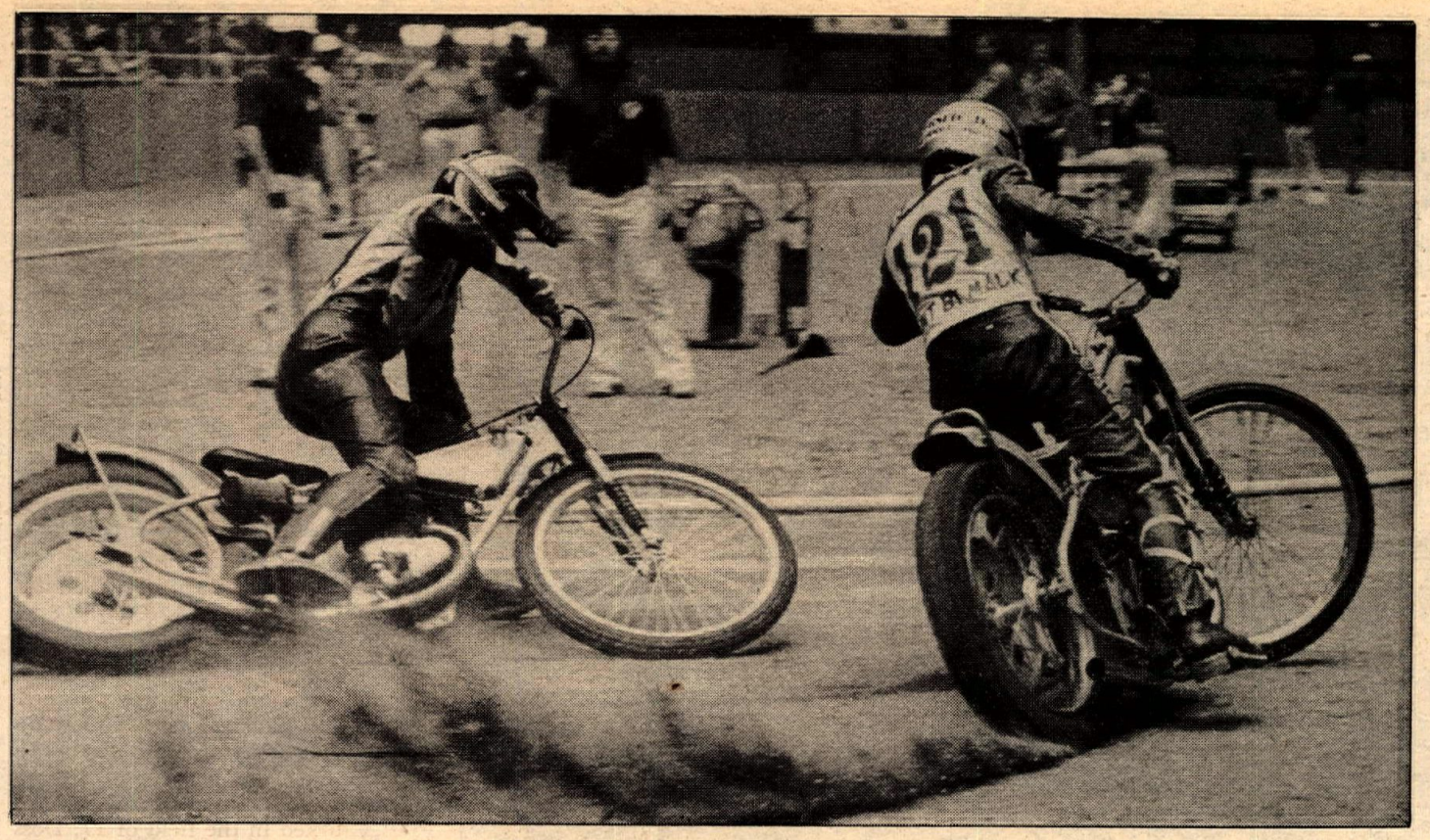
Another last chance charge was a winner for George Jensen (Yam) in Division II of 125 Novice, who put the move on first moto winner William Sims (Hon) between the white and checkered flags of the final heat. Another tight lead race went down in 250 Novice, as 125cc graduate Robert Tuscana (Suz) upset quick Todd Fox (Pen) by narrow margins in both motos.

The afternoon's Intermediate-Expert program was a mind blower, with great attention going to the 125 Experts. Disappointed with his performance here last time, Danny Doss was back and obviously pumped up to pit his Banke-Doss tuned Honda against the powerful Moto-Tex FMF Hondas of Mike Jones and Jimmy Martin, while Arlington Suzuki's Louis Presley lurked in the field of 17. Doss made his holeshot from the gate stick through all eight laps of moto one, chased by Martin, Dave Boles (Hon), Jones (who came from last to fourth), and Presley (who ran third the first six laps). Mike Jones took the second moto all the way, but Doss collected first overall by Keeping Martin over his shoulder and Jones in his sights. Presley dropped out, and Boles' 3-4 was good for fourth overall.

Ricky Kidd did the job in Open Expert, holding Wyman Priddy (Bul) at bay both motos, but probably didn't expect the 250 Expert win as well, until class leader Bobby Pickard slowed in the final with loose cylinder studs. Pickard's 1-4 put him third behind Penton teammates Kidd (2-1) and Dickey Nowell (3-2), while Husky-mounted Tim Riddle (7-3) took fourth. ●

Results in Results Section.

Mike Jones, Danny Doss, and Jimmy Martin demonstrate the Texas theory of multiple lines in 125 Expert.



(Above) Dubb Ferrell on Fairchild vs. Sonny Nutter on Eso/Jawa in spirited match. race. (Below) Donny Faulkner rode his best to date in the Salt Palace.

PHOTOS BY CHARMIAN WOODRUFF

Indoor Speedway returns to the Salt Palace

By Dorde Woodruff

SALT LAKE CITY, UT., NOV. 12,13 Terry Nish again presented a fine Speedway meeting in the Salt Palace. Eight of the riders had run or been reserves in the National a month ago, including Mike Bast, Bruce Penhall, Bobby Schwartz and Alan Christian.

It was also a gathering of Speedway people other than riders. Costa Mesa impresario Harry Oxley came with his son Brad. Jerry Fairchild, who built Speedway engines before either JAP or Jawa did, came with Dubb Ferrell, who rides Fairchild bikes. Alan Lockheed, who knew Jerry from his father's aircraft company and who brought Speedway bikes to Utah, came from Denver. Lockheed was planning to be the tuner for the local Speedway cooperative team, before he was offered a job in Denver too good to refuse. Ross Eskelson, who says he rode Speedway years ago in California and England, came from Logan, Utah.

Four young riders had been training all fall on the salt flats west of the city, on Lockheed's and local rider Tommy Dickerson's bikes. Three, Tommy's brother Scott, Danny Maxwell and Wes Brunner are racers of other persuasions. Mike Nish, son of promoter Terry Nish, is already at 16 a race car driver like his father.

In that seemingly inevitable tie-up between horses and Speedway, the meeting followed a horse show so dirt hauling costs could be shared.

Mike Bast held school for the young novices on Friday afternoon. Spunky jockey-sized Wes Brunner who weighs only 105 hurt his knee at the school, which was to bother him throughout the meet.

There were a number of machines with four valve conversions, or the DOHC models from Australia. Robin Hood brought the handsome Pork Chop or Halfahog bike made from half a Harley Sportster engine. Hood only had the bike three days for practice. It was running poorly so they put a lot of new parts into it, then realized the problem was the drag carb it had. Hood installed his Del Orto pumper. After that it ran very well but he arrived at the Salt Palace, not liking tight tracks anyway, with a machine he'd scarcely ridden. (Jerry Fairchild's original Speedway engines, which he lost track of when he changed businesses, were converted from Harleys.)

The track developed a hole on each end providing some wild action as the bikes bounced through them. Brad Oxley hit the wall so hard on turn four in a Division II Scratch Heat that the nearby crowd got ready to run for their lives. The Salt Palace track is about as long as Costa Mesa but the turns, as it is set up following the horse events, are tighter. Two riders got invalided out on Friday. Dennis Sigalos had trouble with his eye again. We won't mention the source of Bruce Penhall's discomfort, but rumor was it didn't slow him down with the ladies.

Randy Marsh, who was riding well, lost out in the second Handicap Semi when the pit crew unbeknownst to him turned off his fuel after a crash with Jim Fishback. Randy fell behind while trying to turn on the fuel and never caught up.

Match races were crowd pleasers. Marsh was well matched with Bobby Schwartz, they traded places, as Randy hung on the pole in the last turn to win. Mark Cherry was winning over Steve Nutter but fell. Dubb Ferrell streaked on the straight to beat Bast. Bast got even in the Scratch Semi, beating Ferrell and Cherry going away.

Sprockets teammates Rob Morrison and Steve Columbo battled for the other Scratch Semi, the one in which Penhall fell and was injured. Barclay Trehal, in his last meeting before retiring, ran a close third, Morrison taking it in the final turn.

Robin Hood was sitting in the stands enjoying the show so much he almost missed the Division II Scratch Consul, which would have been a pity because he won, threatened only by Steve Schlanser who slid into the wall just before the flag.

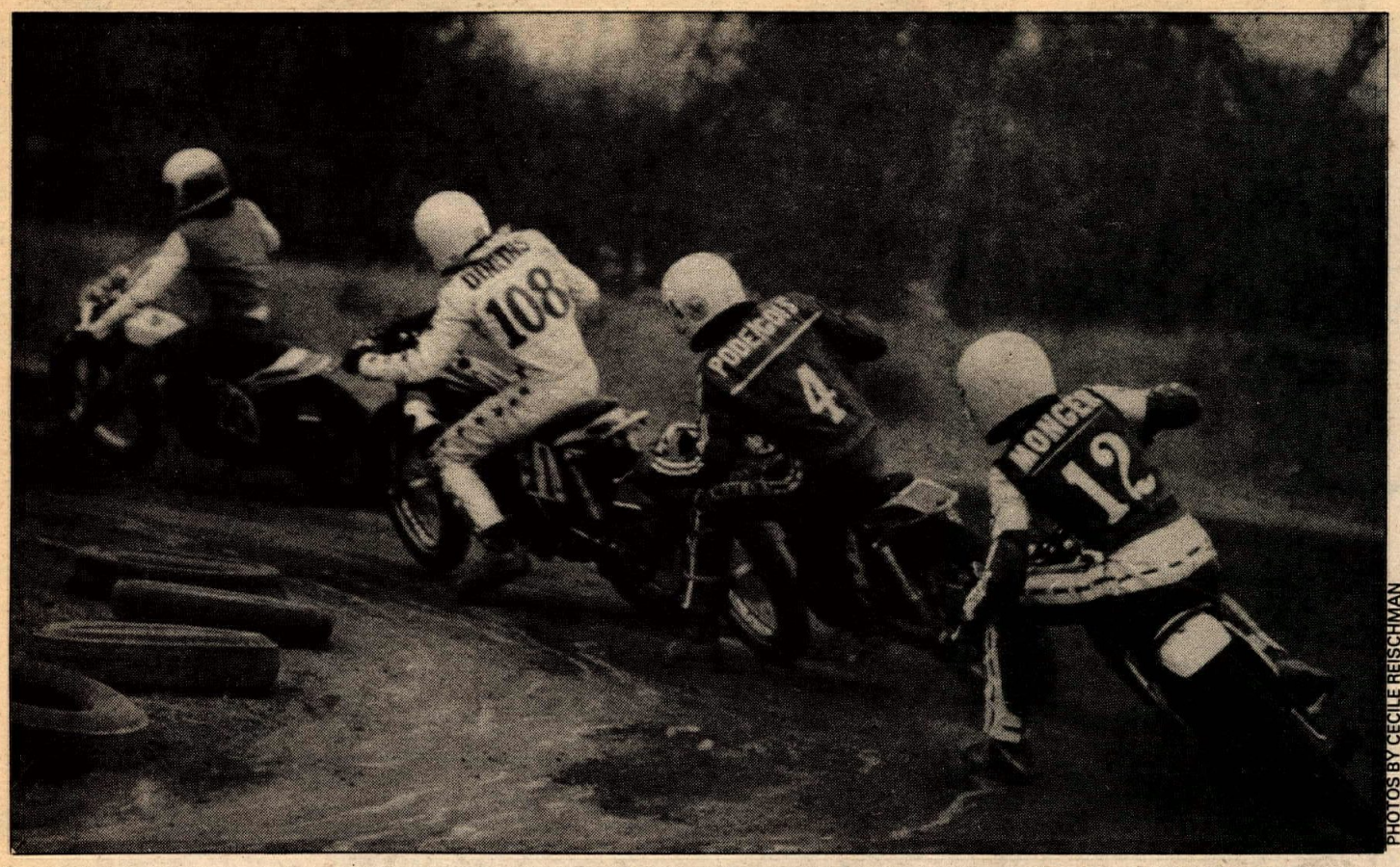
That fourth turn wall continued to take a beating. Ron Rose caroomed spectacularly off it in the following Division II Scratch Main, staying on his wheels to finish, behind Chris Haines and Rob Morrison.

The Handicap Main found Bast winning over Ferrell at the end as Ferrell hit the east end hole in the track. Bast hit the same bad news wall, finishing with a hurt leg. He was carried off but was on his feet again for the Scratch Main. The Scratch Cons was close, won by the crowd-pleasing wheelie freak Gene Woods over Cherry and Trehal.

Bast was disqualified in the Scratch Main for breaking the tape. Ferrell went down on turn three. Columbo never seriously threatened fellow Sprocket Morrison, who won the last of the evening's several Sprocket vs. Sprocket dices.

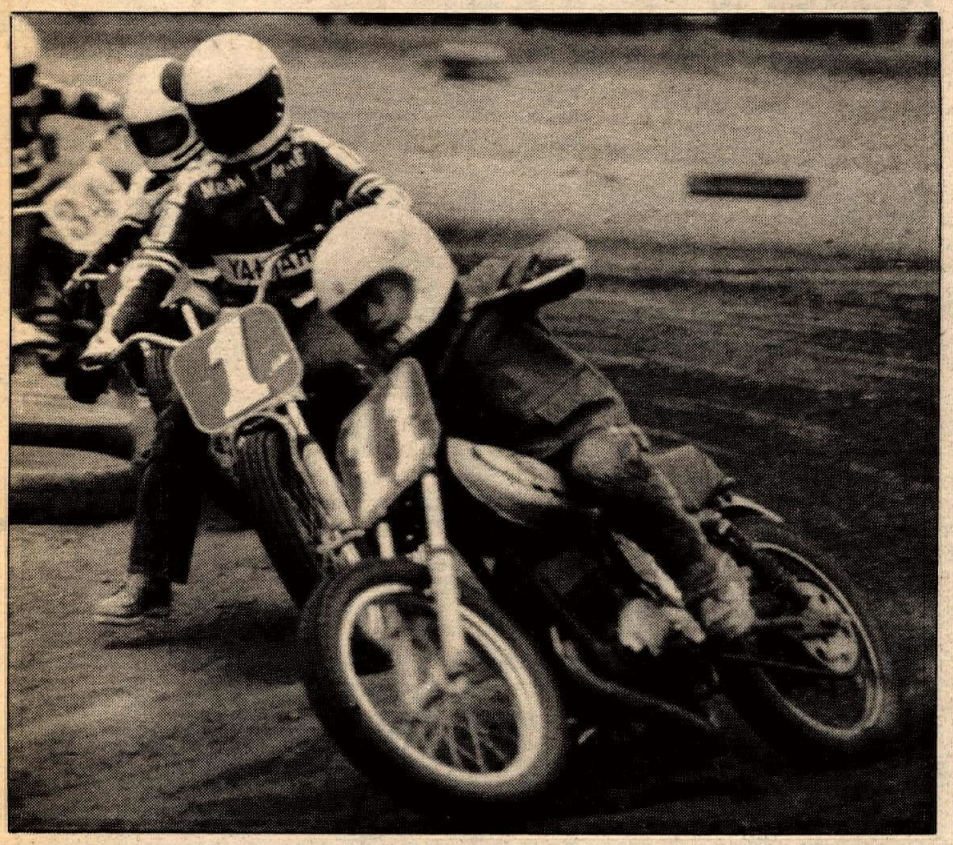
Saturday night, with the track drier, brought some really top Speedway action according to Oxley, who should know, especially in the second half after the pole was moved in a bit for a fresh surface. Ferrell won over Nutter in a close duel to start the match races. Fishback was extravagent with wheelies, winning by a length over Trehal. Bast, after his DSQ the night before, bent the tape at the start but was careful not to break it finishing just a foot ahead of energetic Randy Marsh.

NORTHERN DATELINE



PHOTOS BY CECILE REISCHMAN

(Above) Freight train at Porterville Spinners' TT track; it's Steve Monger chasing Scott Podergois chasing Scott Dinkins chasing Jim Birkle in 250 Expert. (Below) Robert Land (11) working on a Mini Expert lead.



Danny Maxwell: prayer helps.

CHARMIAN WOODRUFF

The Division III Handicap Main was one of the best of the Young Lions' rides as Mike Nish in the pole position kept it to win. Wes Brunner was out early in the event with his sore left knee. Danny Maxwell and Scott Dickerson collided, Scott going down giving Danny a second. Nish, who reputedly drives a race car like his dad does, flat out, won three of the six Division III events, giving him a clear superiority. First you buy a kid a bike, then you rent him a stadium. . .

The Handicap Main was outstanding. Faulkner led until he fell. Ferrell stretched flat out on his bike in the last straight to beat Marsh by six inches, with Bast never managing to get past third place. In the Scratch Main Bast took the lead from the number two position and the others just got progressively farther behind.

Asked if they wanted a match race after the trophy presentation, the crowd roared yes. Bast beat Ferrell but not by much.

Salt Laker Tommy Dickerson, who fell so much in the July meeting that he was nicknamed Tumblin' Tommy, had been doing his homework. In fact he never crashed once in this meeting, only spun out. ●

Results in Results Section.

Dunlap MX changes track

By Sharon Green

DUNLAP, CAL., NOV 7

The track at Dunlap Motocross was run backwards, and the program was reversed. The change was to everybodys liking.

The 125 Intermediate Class was a battle between our local fast guys. Kevin Phillips (Hus) was the lucky one in the first moto to get the checkered flag, with Jim Ellis (Suz) on his rear tire followed by John Longinoitti (Yam) and Chip Chapman (Hon). Ellis finished first the second moto, with Longinoitti and Chapman behind. Phillips DNF'd.

Jim Kratt (Bul), showed alot of class for a Junior, riding the 250 class, and then rode his Fathers bike in the Opne Junior race, winning both.

The 125 Pro and 250 Pro classes were run together, and what a race! Sammy Holland (Hon) and Tim Worth (Hon), close friends, on and off the race track, really put on a show. Tim finished first in both motos with Sammy right behind. Milan Garrett (Can-Am) finally came out of a slump period to win the 250 Pro money. Milan has really been having his troubles, but Sunday, he looked his old self. ●

Rain at Corning

By L. Moore

CORNING, CAL., NOV. 14

Action Raceways had an off-and-on rain which didn't make it so nice for the spectators. The riders, on the other hand, really liked the track as there was lots of traction.

Lots of action in the 100 class with Tim Mulvely (Suz) just out of a cast, getting a second overall, and first to a good rider Scott DeRoco (Yam).

The 125 Intermediate first moto was won by Dale Castleman who got the holeshot. With second and third battling it out, Jeff Rogers (Hon) got second, and Joe Martin third. In the second moto Dale Castleman started out well, but DNFed, First overall went to Jeff Rogers and second overall to Joe Martin.

A super race of Experts, the first moto Tad Gumbmann (KTM) took a first over Eric McKenna (KTM) The second moto Eric worked his way from next to last in the first lap to first, then in the last lap he crashed. Tad Gumbmann, the winner, has had two broken legs, and it was good to see him in the winners circle again. ●

Spinners TT

By Cosmic Cat & Co.

PORTERVILLE, CAL., NOV. 11

The 17th Annual Veterans Day TT scrambles was once again a success. The threat of rain loomed late in the day, but the track conditions were good and rider turnout exceeded 160.

Porterville's Robert Land (Yam) fired into the lead of the Mini Expert race with powerhouses Mike Garrison (Yam) and Rob Ely (Yam) in close pursuit. Land held and Ely got by Garrison for second on lap two. Ely made his move for the lead on lap four, going by Land over the jump, but Land slipped back into first coming out of the sweeper. The jump was again the scene of action as Land missed a gear letting Ely pass

James Crisp (Suz) used an early lead to take the 500cc Junior contest. Joe Schmitt (Suz) and Paul Shafer (Suz) diced for second through lap one with Schmitt taking the distance.

Kent Bowser (C-A) made it two Porterville wins in a row when he came from behind to take the 200cc Expert bout over hard-charging Brad Helton (Yam), who had led the race until the last lap.

Brett Butterfield (Yam) led flag to flag to win the 125cc Junior Main. Derek Land (Yam) simply outran the 250cc Experts while Steve Monger (Yam) had to come from back in the pack for second. ●

Riders blitz Pioneer

By Ann Carr

OAKDALE, CAL., NOV. 7

Only the Sportsman Bantamweight riders competed on a close basis today as most events were decided by the end of the first lap. Mini expert Jim Cunningham returned to dominate the 80 and 100 events. Tracy Hays was shut out by Jeff Mason and Mike Wilson for no points. Other Mini Mains were captured by Todd Winkler (100 Novice), Scott Rose (80 Junior), and Jeff Jones (80 Novice). Jeff returned in true form after a baseball layoff to blitz a protested event in which diminutive Brian Davis was knocked from his second place perch into Griffith Pond

by a rider attempting to gain ground on the upcoming white flag lap. D-36 will decide how second spot will be handled.

The 100 Novice and 125 Expert Mains were today's action events. Former mini aces Brad Summers, Scott Baker, and Shawn Callahan staged a wheel to wheel battle for eight laps of the 100 race. Summers led the entire event. Meanwhile Scott and Shawn pressured and then hassled over second until Callahan fell. Baker remained in second.

Layoffs told the tale in the 125 Expert Main as Rick Woods decided to start on the front row instead of the penalty line (a la heat) and jumped to the lead for about six laps. Meanwhile Oakdale's Rod Greener worked his way around Mitch Davidson and then zapped a tired Rick for the win.

Alex Jorgensen moved into a tie for the VRA Gold Plate with a 250 Expert runaway while Ted Davidson waxed the Open Experts aboard a crisp A & D Yamaha. •

Buttner on top at the Cat House

By Moto Depo

SALT WELLS VILLA, NEV. NOV 7 Richard Buttner (Hus) riding out of White's Cycle in Carson City, continued to dominate District 36 Cross Country events, by winning the Cat House Hare and Hound, at a much faster pace then the promoting club expected. His win did not come easily as desert ace Scott Harden (Hus) from the Las Vegas area was leading until he encountered some mud on the salt flat and Buttner passed him for the lead

The course was in a new area and was quite challenging. The run to the smoke bomb was across a salt flat which was very deceptive. After the bomb a fast road section and then into sandy whoops and up a sandy bike-eating wash, then back down the mountain and across the salt flats, muddy this time, to the pits. Fifty percent of the riders never got this far.

While Buttner and Harden were out front battling for overall two California riders were trying to nail down the 250 Expert trophy. T. Harris (KTM) and J. Lesniewski (Suz) kept each other in sight the whole race with Harris getting the win.

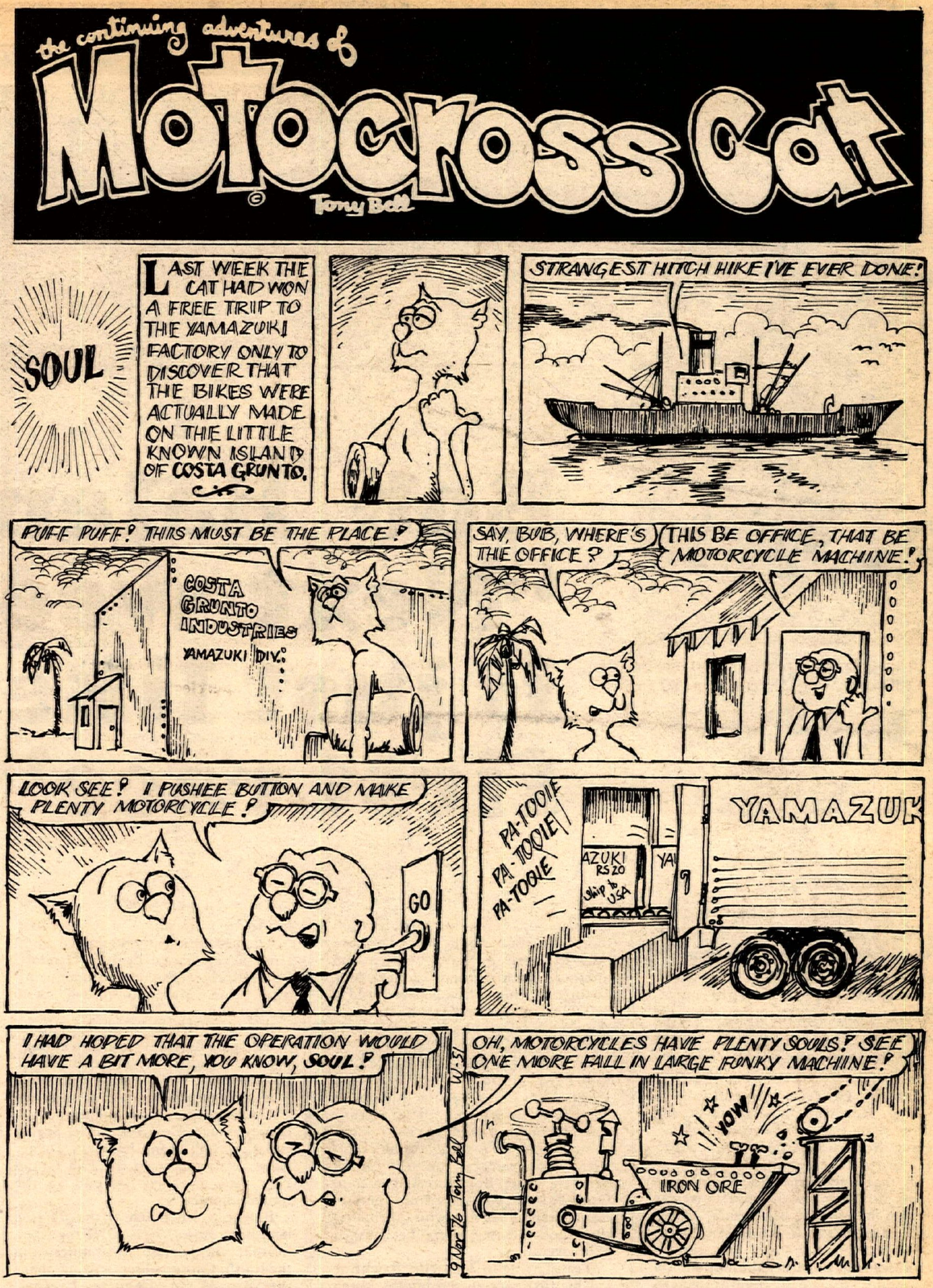
Mike McGown and his son Jim were on a couple of very impressive looking Herculeses. Mike stopped to assist an injured rider and didn't finish well. Jim finished sixth 250 Novice on a 175.

The Novices started 15 minutes after the Am/Ex and Jeff Cloutier (Ossa) came from a mediocre start to lead them in and win the 250 class. Bob Edwards (Hus) tried to stay up with Jeff but couldn't. Jeff's dad Gator Cloutier (Rok) third Old Timer B, was real proud and said Jeff had really worked for this race.

It was not a small bike course and the 125's had to work to just finish. None of the 125 AM/EX finished, so it was up to the Novices to keep the small bikes alive. Ed Curran (Hus) did just that by finishing sixth overall Novice. Russ Wyant "The Flying Marine" gave Ed some trouble but a flat gave him a DNF.

The Desert Bums did a fine job of marking the course, it was a real desert race where bike, mind and body preparation were equally important.

Results in Results Section. •



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Top 25 as of Nov. 19

Dick Mann	Jay Springsteen
Chris Carter	Brad Lackey
Kenny Roberts	Gary Scott
Carl Cranke	Tom Penton
Roger DeCoster	Gary Nixon
Malcolm Smith	Marty Smith
Jack Penton	Jim Fishback
Mike Hannon	Gene Romero
Mike Bast	John Hateley
Larry Roeseler	Mitch Mayes
Dave Aldana	Bill Grossi
Dick Burleson	Lane Leavitt
	Rick Marquis

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PHOTOS BY DALE BROWN

Bob Balentine: "Next weekend is just like your first race"

By Dale Brown

Bob Balentine won the first race he ever entered. With the 1976 season nearly at an end, Bob has secured the Number One plate in the DRA Heavyweight class, after winning 14 of 26 races overall.

With an easy-going manner that belies his determination, Balentine, 20, devotes his full time to racing. He's come a long way in the three years that he's been competing, going from a modified Yamaha 175 Enduro to a sponsored 400 KTM.

A true son of the desert, Bob was born in, grew up in, and currently resides in Mojave, California, where his parents (with whom he lives) operate a grocery store. His start in motorcycling was the culmination of a 12-month struggle, six months spent to convince his father to let him buy a bike, and another six months to save the money. "My dad told me that if I ever got a ticket, I'd have to sell the bike. And that I'd never race it," Bob said. Well, tickets were received, and races entered, but now Balentine's parents support him in his endeavor.

The first race came in 1972, when he entered the 125 Beginner class in the Sportsman Racing Association's "Suzuki Series" European Scrambles. Balentine crashed 100 yards off the starting line. "I was afraid all my friends would laugh and call me a quitter." So Bob went on, moving into the top ten by the end of the first loop and into the lead on the last one. Continuing with the Suzuki series, he won three of the four he entered, but did not win the Suzuki.

A 125 Bultaco Pursang entered Bob's life next. He used it to race motocross and the Ponderosa. Consistency was the problem in motocross. Bob would win one moto only to crash or have problems in another. The big-bore-bike-bug struck about this time, after he borrowed a 350 Pursang and beat AC. Bakken, (at the time a fellow Novice on the same type of machine) at the Ponderosa.

Purchasing a 360 Yamaha MX in mid-1973, Bob entered the Prospectors Dual European Scrambles. It was not the first time Balentine had entered into D-37 desert competition. He'd ridden some events with little success on the small Pursang. But Bob finished second Open Novice, and went from there to eight straight Novice wins, including the Check Chase, where he finished 32nd overall.

Transferring to Amateur, Balentine led his first race to the bomb. Mitch Mayes and Jim Fishback passed him quickly, but he was running third as he started onto the second loop. Unfortunately, he and fellow Invader Doug Winchell got lost. The next Amateur ride was worse, with Balentine going from third to first, getting ahead of Mark Adent and Bob Romine, only to crash and knock himself unconscious, destroying the motorcycle. That was the weekend before the Barstow-to-Vegas race. He sat out the remainder of the year, purchasing a new 360 Yammie and making plans for the '74 season.

Eighth overall and first Amateur were the results for the first race of the year. The next event was the Sled Rider's Larry Pfuetzenrueter Memorial Hare 'n Hound. The early leader was Art Knapp. Balentine passed him and won the race overall, the first Amateur to do so in several years. Two third overalls concluded his Amateur status.

The last Amateur ride was on a 400 Husqvarna, loaned by Jack Orndoff. Bob quickly went out and bought his own from Malcolm Smith, who sponsored him.

Riding the Husky for the remainder of the year, Balentine amassed enough points to finish second behind A.C. Bakken in the D-37 Heavyweight class. The same year, Bob got his start in DRA competition, entering four of the money events. He broke in the Spring Cal City GP, won the Gold Digger Hare 'n Hound, won the Fall Grand Prix, and finished second in the remaining race.

Balentine led much of the '74 (the last) Barstow-to-Vegas, DNF'ing when his rear wheel collapsed 10 miles from the finish. George Elliot, writing about the B-to-V in *Popular Cycling*, described Balentine as a "favorite of the Desert Racing Association," out to "prove his organization superior to D-37." Elliot was a little premature. since at the time, Balentine was no more special in DRA circles than any of several D-37 hotshoes who would show up on the first Sunday of a month (D-37's off wekend) with the idea of winning a little money, since DRA offered a purse and D-37 didn't.

At the beginning of the '75 season, Husqvarna sponsored Balentine on a 250 GP with a special wide ratio transmission. Bob started riding more DRA events, though he still raced at D-37 and he still won at both places. In an April race, he was running second behind Bill Conroy, who was not about to get beat at the time. Bob crashed on the last loop, breaking his collarbone. He got up, finished second overall and was out of action until early summer.

All along, Bob had never gotten over the big-bore-bike-bug. He'd asked Husqvarna for a big-bore machine, but they were already sponsoring Mitch Mayes and A.C. Bakken on 360's. The answer appeared in the person of Ted Lapidakis, who had taken over the west coast importation of KTM's from Penton. Lapidakis, who had earlier sponsored the Brooks brothers, Cordis and Tom, on their giant-killer DKW's, was looking for desert riders to sponsor. Bob and Ted met, went riding, and Balentine found himself sponsored on a 400 KTM.

After taking a few weeks to set up and get used to the new bike, Bob teamed with Doug Winchell to win a 150-mile team race by a 20-minute margin. He won several more that year, ending the '75 DRA season with 10 wins, two seconds and a third. That was twice as many wins as any other rider achieved and Balentine received a black plate, something no other rider has. (Bill Conroy and Cordis Brooks need one more). Despite having waited until September to join the Open class wars, and having broken his collarbone again at the October Check Chase, Bob finished eighth in the D-37 overall point standings.

The 20-Mule Team Parkway 200 Pro desert race began the '76 season. Teaming with Jeff Wright, Bob got the lead at the start. The duo won, beating several top-flight teams.

KTM and DRA got together recently to put up $500 for any rider that could beat Balentine by winning overall, two of three specified races. Bob won the first, but suffered a flat and a crash in the other two. The Brooks brothers, Cordis and Tom, split those two

between them. Bob got the $250 that KTM put up, but he would rather have earned it by winning.

Always a natural athlete, Balentine participated in organized sports at the junior high school level, but dropped out when he found that he preferred the individual form of competition found in motorcycling.

Now to get in shape for races, Balentine jogs a couple of miles, two or three times a week. He also tries to get in one day of riding per week, usually with friends like Tom Kelly, the DRA 250 class point leader who also lives in Mojave. To get time to do these things, Bob recently quit his job after saving some money. "I'm young now, so I'll do it now," said Bob, explaining his decision to be a full-time racer. Still, Balentine would like to get into the motorcycle industry, possibly testing and developing bikes and accessories.

Radio-controlled model gliders and water skiing (the ski was purchased with a Hooker Headers gift certificate won in a race) are Balentine's current hobbies. As for girls, Bob says "Love 'em all," though there isn't anyone special at the moment.

Balentine isnt worried that someone will come along and replace him as DRA's most successful rider. If it happens, it happens. "Next weekend is just like your first race," Balentine said, explaining his lack of preoccupation with past glories.

Along with the riding, Bob does his own wrenching, and he seldom breaks. He and Cordis Brooks recently taught a three-day desert racing school, passing on some of the techniques that have made them so successful.

Bob Balentine enjoys what he does, and what he does, he does very well. •

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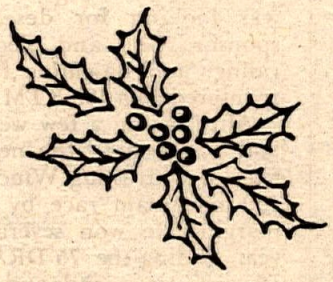

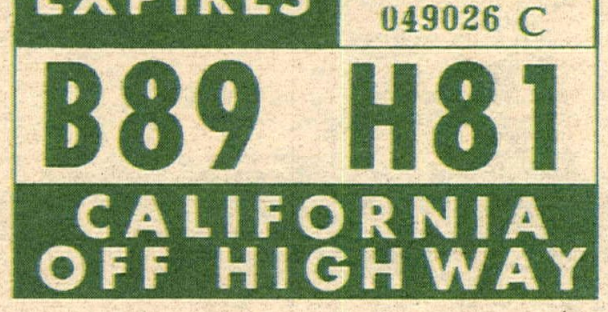

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RESULTS

AME Night MX
Valencia, Calif.
Nov. 19, 1976
By Lee Taylor

MINI EX	
Scott Grose	YZ
Kevin Allman	Yam
MINI INT	
Alex Jud	Yam
Allen Sekers	Yam
Craig Buelna	Yam
MINI JR	
Scott Phipps	Yam
Ron williams	Yam
Eddie Williams	Yam
250 PRO	
Andy Jannings	Mai
Dean Taylor	Bul
Don Cheney	KTM
250 INT	
Rick Cavqsh	Suz
Gary Jackson	Suz
Kevin Kratz	C-A
500 INT	
Tim Michlitsch	KTM
Jim Stiles	Hus
Jere Mason	Mai
125 BEG	
Carl Ryan	Hon
Richard Bunch	Sux
Rick Weinstein	Hon
POWDER PUFF	
Linda McNamara	Hon
Denise Beardshear	Suz
500 PRO	
Skeet Wyman	Mai
Chris Knowlton	Suz
Greg Humber	Mai
250 BEG	
Joe Johnson	Suz
Dave Wild	Mai
Jesse James Jr.	Hon
250 JR	
Rob O'Rourke	Mai
David Graham	Suz
Joe Blanchard	Mai
500 JR	
Ned Bassotti	Mai
Eric Gordon	Yam
Andre Souisa	Bul
500 BEG	
Bill McInnes	CZ
John Jensen	CZ
Wayne MacNeil	Suz
100 EX	
John Whelchel	Suz
Jim Crowder	Yam
John O'Mara	Suz
100 INT	
B.J. Lehn	Suz
100 JR	
Rod Robertson	Suz
100 BEG	
Tim Schriner	Suz
Kent Yinger	Hon
125 PRO	
Bob Kline	FMF/ Hon
Bobby Jones	Hon
Evan Marcus	Hon
125 INT	
Greg Boren	Hon
John Whelchel	Suz
Chip Johnson	Suz
125 JR	
Rick Thomas	Suz
Steve Panek	Suz
Scott Berg	Hon

AME Mini MX
Valencia, Calif.
Nov. 19, 1976
By Lee Taylor

PEE WEES	
Brent Bowers	Itj
0-83cc BEG 9-11 yrs.	
Frankie Hunter	Yam
0-83cc BEG 12 and over	
Robert Marks	Yam
John Brouillett	—
JR CYCLES BEG	
Randy Moody	Itj
JR CYCLES JR	
Eddie Hicks	Hon
JR CYCLES EX	
Tim Tomaselli	Itj
0-83cc JR 9-11 yrs	
Randy Johnson	Yam
0-83cc JR 12 and over	
Jim Boyd	Yam
0-83cc INT	
Rod Stiles	Yam

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MX Cycle Haven
Long Beach, Calif.
Nov. 14, 1976
By Bob Ottow

MINI BEG	
Woody Sowel	Hon
Bob Commings	Hon
Ray Hernandez	Hon
MINI JR	
Glen Roden	Yam
Warren Johnson	Yam
Ryon Lyde	Hon
100 BEG	
Steve Asa	Suz
Tom Bridgeford	Yam
Mike Nishita	Yam
100 JR	
Ladell Eide	Hon
Rick Saver	Yam
Bill Grisham	Hon
125 BEG	
Roger Pierng	Yam
Rick Asa	Hon
Brain Huff	Yam
125 JR	
Tom Miller	Yam
Dean Slater	Hon
Wayne Talkington	Hon
125 MX	
Tom Watanabe	Hon
Jeff Hollie	Yam
Mark Anderson	Hon
250 BEG	
Chris Guerrero	KTM
James Constock	Hon
Giuin Alimonti	Oss
250 JR	
Ron Kupke	Mai
Clark Wilson	Yam
Mike Huir	Oss
250 INT	
Tim Watanabe	Suz
PRO	
Joe Stern	KTM
Jack Riggi	Hvs
David Nakamura	Hon

Saturday MX
Saddleback Park
Orange, Calif.
Nov. 20, 1976
By Danny Raymond

125 PRO	
Pete Wanket	Hon
Tag Turner	Hon
Kurt Sofka	Yam
250 PRO	
Jeff Vidic	Suz
Steve Rhyan	C-A
Andy Kirker	Hus
OPEN PRO	
Mike Yorba	Suz
Daniel C. Steele	FMF
Fritz Schlegel	CZ
250 JR	
Mark Williamson	KTM
Larry Bohlken	Suz
Tom Bowman	Suz
125 JR	
Mark Botorff	Hon
Hershel Tempkin	Suz
John Jackson	Hon
OPEN JR	
Curt Bishop	Mai
Mike Chandler	Bul
Dennis Cox	Suz
MINI BEG	
Greg McConnell	Yam
100 EX	
A.J. Witting	Yam
Matt Witting	Yam
125 BEG	
David Arvino	Suz
Jeff Brooks	Hon
Greg McElory	Hon
125 INT	
Dean Howard	Suz
Mike Monahan	D&E
OPEN INT	
Tim Michlitsch	KTM
Chris White	Mai
Randy Meyer	Mai
250 BEG	
Larry Olson	Suz
Jim Banning	KTM
Steve Banning	Suz
250 INT	
Jay Lewis	Suz
Mike Godfrey	KTM
Scott G. Scott	Suz

AME Mini
Thanksgiving
Grand Prix
Nov. 14, 1976
By Lee Taylor

PEE WEE BEG	
Michael Sanches	Ind
PEE WEE JR	
Kami Stiles	Ind
PEE WEE EX	
Brent Bowers	Ind
83cc EX 12 and over	
A.J. Whiting	Yam
83cc INT 12 and over	
Gregg Waldrup	YZ
83cc INT 9-11 yrs	
Rick Hemme	Yam
83cc BEG 12 and over	
Robert Marks	Yam
83cc BEG 9-11 yrs	
Michael Dunlap	Yam
83cc JR 9-11 yrs	
Eddie Williams	Yam
61cc JR CYCLE BEG	
Brian Eckess	Hon
61cc JR CYCLE JR	
Brent Bowers	Itj
61cc JR CYCLE INT	
Paul Smith	Itj
61cc JR CYCLE EX	
Kurtie Henricksen	Itj
105cc OPEN	
Jim Holley	Hon

AME Mini MX
Valenia, Calif.
Nov. 12, 1976
By Lee Taylor

PEE WEE	
Jason Norman	MV
Matt Foulk	Ind
JR CYCLES BEG	
Doug Peters	Ind
JR CYCLES JR	
Eddie Hicks	Hon
JR CYCLES INT	
Paul Smith	—
0-83cc BEG 12 and over	
Robert Marks	Yam
Billy Fullmer	Yam
0-83cc BEG 9-11 yrs	
Mike Foulk	Hon
0-83cc JR 9-11 yrs.	
Jay Sapp	Yam
0-83cc JR 12 and over	
Jim Boyd	Yam
James Hatley	Yam
0-83cc INT 12 and over	
Doug Gentry	Yam

Indoor Speedway
Salt Lake City, Utah
Nov. 12-13, 1976
By Dorde Woodruff

FRIDAY	
MATCH RACE	
Randy Marsh	
MATCH RACE	
Steve Nutter	
FEATURE MATCH RACE	
Dubb Ferrell	
DIV III HANDICAP MAIN	
Danny Maxwell	
Mike Nish	
DIV II SCRATCH CONSOL	
Robin Hood	
Bryan Buffington	
DIV II SCRATCH MAIN	
Chris Haines	
Donny Faulkner	
HANDICAP CONSOL	
Donny Faulkner	
Randy Marsh	
Jim Fishback	
HANDICAP MAIN	
Mike Bast	
Dubb Ferrell	
Rob Morrison	
SCRATCH CONSOL	
Gene Woods	
Mark Cherry	
SCRATCH MAIN	
Rob Morrison	
Steve Columbo	
SATURDAY	
MATCH RACE	
Dubb Ferrell	
MATCH RACE	
Jim Fishback	
FEATURE MATCH RACE	
Mike Bast	
DIV III HANDICAP MAIN	
Mike Nish	
Danny Maxwell	
DIV II SCRATCH MAIN	
Donny Faulkner	
Chris Haines	
HANDICAP CONSOL	
Rob Morrison	
Steve Nutter	
Jim Fishback	
HANDICAP MAIN	
Dubb Ferrell	
Randy Marsh	
Mike Bast	
SCRATCH CONSOL	
Rob Morrison	
Randy Marsh	
SCRATCH MAIN	
Mike Bast	
Bobby Schwartz	
SPECIAL MATCH RACE	
Mike Bast	

Indoor Shorttrack
Grants Pass, Or.
Nov. 12, 1976
By Lynne Diltz

MINI BEG	
TROPHY DASH	
Dale Rumsey	Yam
A MAIN	
Todd Willaman	Yam
John Honeycutt	Yam
Dale Russely	Yam
B MAIN	
Bill Trott	Hon
Cary Scholer	Yam
David Honeycutt	Hon
MINI EX	
TROPHY DASH	
John Miller	Suz
A MAIN	
John Miller	Suz
Chris Sandquist	Yam
John Risley	Yam
B MAIN	
Jim Barnes	Hon
Hobbie Izzatt	Kaw
Evan Austin	Suz
100cc	
TROPHY DASH	
Brian Doland	Suz
A MAIN	
Brian Doland	Suz
Mark Willaman	Suz
Mike Austin	Suz
100cc B MAIN	
Duane Menestrina	Yam
Jim Miller	Suz
John Miller	Suz
125cc	
TROPHY DASH	
Jeff Barber	Hon
A MAIN	
Kirk Howard	Suz
Jeff Cook	Suz
Ken Copeland	Suz
B MAIN	
Robbie Spock	Suz
Tony Spock	Suz
Steve Risely	Mon
200cc	
TROPHY DASH	
Jeff Barber	Hon
A MAIN ONLY	
Jeff Barber	Hon
Susan Word	Suz
Earl Austin	Bul
OLD MEN	
TROPHY DASH	
Larry McLane	Hon
A MAIN ONLY	
Larry McLane	Hon
Jim Miller	Suz
Jerry Minestrian	Yam
250cc	
TROPHY DASH	
Jeff Campbell	Yam
A MAIN	
Jeff Campbell	Yam
Brian Peterson	Suz
Rich Word	Bul
B MAIN	
Randy Jordan	Bul
Kirk Howard	Bul
Dan Nelson	Yam
OPEN	
TROPHY DASH	
Curt Hunter	Yam
A MAIN ONLY	
Karl Ulrich	Bul
John Thomas	Hon
Rodney Landerking	Bul
POWDER PUFF	
Holly Willaman	Yam
Kara McLane	Hon
Laurie Campbell	Suz
MONEY RACE	
Brian Peterson	Suz
Jeff Campbell	Yam
Jeff Barber	Hon
Brett Howard	Suz
Kirk Howard	Suz
Tony Speck	Suz

D-36 Scrambles
Oakdale, Calif.
Nov. 7, 1976
By Ann Carr

MINIS	
100 EX	
Jim Cunningham	Yam
Jeff Mason	Suz
100 NOV	
Todd Winkler	Suz
80 EX	
Jim Cunningham	Yam
Mike Wilson	Yma
80 JR	
Scott Rose	Cha
Mark Key	Yam
80 NOV	
Jeff Jones	Yam
Richard Jackson	Hon
SPORTMEN	
100 NOV	
Bradley Summers	Yam
Scott Baker	Yam
125 NOV	
Monty Latif	Suz
Dale Hansen	Yam
Terry Spurgeon	Yam
125 JR	
Randy Loewen	Yam
Randy Taylor	Yam
125 EX	
Rodney Greener	Yam
Rick Woods	Hon
Mitch Davidson	Yam
200 NOV	
Debby Rocha	Yam
Robert Hinkle	Bul
250 NOVPerry Evans	Hon
Jimmy Fee	Hon
Terry Huffer	Hon
250 JR	
Gene Pringle	Suz
Gary Gallagher	C-A
250 EX	
Alex Jorgensen	C-A
Ted Davidson	Yam
Mike Jennings	C-A
OPEN NOV	
Jim Smith	Suz
OPEN JR	
Scott Link	Yam
OPEN EX	
Ted Davidson	Yam
Francis Lopes	Yam
Dallas Davis	Yam
DAD's RACE	
Denny Nugent	Yam
John Mason	Hon
Terry Haney	Hon
KING	
Ted Davidson	Yam

Saddleback Hill-climbers' Assoc.
Orange, Calif.
Nov. 21, 1976

125 STOCK	
Tom Turner	Hon
250 STOCK	
Dick De Rosa	Yam
Bob Bayuk	Yam
Kerry Peterson	H-D
400 STOCK	
Kerry Peterson	Mai
500 STOCK	
Ed Shaver	Yam
Clyde Peterson	Yam
650 STOCK	
Tom LaRue	Tri
Duane Vinson	Tri
Bob Day	Tri
250 MOD	
Kerry Peterson	H-D
360 MOD	
Craig Mock	Yam
400 MOD	
Kerry Peterson	Mai
450 MOD	
Craig Mock	Yam
Dick De Rosa	Yam
500 MOD	
Ron True	Yam
Neal Mackel	Yam
Ken Miller	Tri
650 MOD	
Chuck Key	Tri
Dick De Rosa	Yam
Tom Daugherty	Tri
OPEN CLASS	
Ron True	Nor
Neal Mackel	Tri
Tom LaRue	Tri
OVERALL WINNER	
Ron True	Nor

Action Rcwy MX
Corning, Calif.
Nov. 14, 1976
By L. Moore

MINI INT	
Bobby Moore	Ind
MINI JR	
Don Lucero	Yam
Ward Skalicky	Yam
Gerrie Jones	Yam
100 JR	
Scott DeRoco	Yam
Tim Mulvely	Yam
Kevin Heino	Yam
125 JR	
George Bauder	Yam
RickLederer	Hon
Terry Wattenburger	Yam
250 JR	
Jerry Griswold	Mai
Jim McMahen	Suz
Jim Brubaker	Bul
OPEN JR	
Jim Siler	Hus
Brett Anglin	Bul
Dave Honea	Suz
125 INT	
Jeff Rogers	Hon
Joe Martin	Hon
David Burham	Yam
250 INT	
Matt Coleman	KTM
Charles Compton	Yam
Mel Tibbett	Suz
OPEN INT	
Jack Jackson	Kaw
Ken Nickerson	Bul
Randy Winship	Hus
OPEN EX	
Tad Gumbmann	KTM
250 EX	
Eric McKenna	KTM

D-35 TT
Porterville, Calif.
Nov. 11, 1976

MINI	
NOV	
Craig Johnson	Suz
Frank Minatta	Yam
Richie Morris	Yam
JR	
Brian Yocum	Yam
Kurtis Wilder	Yam
Kirk Gilbert	Yam
ex	
Rob Ely	Yam
Robert Land	Yam
Mike Garrison	Yam
100cc	
NOV	
Trampus Bettencourt	Suz
Todd Copely	Yam
Ronny Peterson	Yam
JR	
Darin Land	Yam
Kevin Cox	Suz
Bert Stephens	Yam
EX	
Mark Ritchie	Yam
Tom Pritchard	Yam
Danny King	Yam
125cc	
NOV	
Ken McCoy	Hon
John Forner	Suz
Richard Podergois	Yam
JR	
Brett Butterfield	Yam
Tim Pritchard	Yam
Steve Allison	Suz
125cc	
EX	
Rodney Sullivan	Yam
Scott Cude	Yam
Tim Clark	Yam
200cc	
NOV	
Marlon Delms	Suz
Dennis Longacre	Yam
Rocky Pipkin	C-A
JR	
Tim Pritchard	Yam
Joey Bell	Bul
Rick Alford	Yam
EX	
Kent Bowser	C-A
Brad Helton	Yam
Mike Garrison	Yam
250cc	
NOV	
Lyle Atterbury	Bul
Ken Sauret	Yam
JR	
William Riggan	C-A
Dennis Camp	Suz
Mark Mills	Yam
EX	
Derek Land	Yam
Steve Monger	Yam
Scott Dinkins	Suz
500cc	
Ron Williams	Bul
Doug Nation	Yam
Ron Stout	Yam
JR	
Jim Crisp	Suz
Joe Schmidt	Suz
Paul Shaffer	Yam
EX	
Scott Dinkins	Suz
Joe Brown	Yam
Derek Land	Yam
OPEN	
Ray Comer	BSA
Wayne Schmidt	Yam
Bud Wall	Tri

RACE Sat. MX
Corona, Calif.
Nov. 13, 1976

MINI SR	
Jill McIlrath	Nor
Joe Specchio	Nor
MINI NOV	
Bill Boschert	Nor
Rusty McMillon	Nor
Mark Wingo	SB
POWDER PUFF	
Lee Ann McIlrath	Nor
Jill McIlrath	Nor
100 NOV	
Bud Andrews	Nor
Jim Prchal	Nor
Robbie Lee	Els
100 SR	
Jim Ball	Nor
Wes Hinmon	Nor
Rick Vanderham	Nor
125 NOV	
Rick McCorkell	Nor
Kevin Andrews	Nor
John Bogle	Els
125 SR	
Randy McIntyre	Nor
Robert Fox	Nor
125 INT	
Steve Walthall	Nor
Chris Torres	Nor
Tim May	SB
175 NOV	
Larry Arnold	Nor
175 SR	
Bill Jewett	Nor
David Litwin	Nor
Bruce Roth	Nor
250 SR	
David Kent	Nor
Steve Bechel	Nor
Kevin Greenhow	Suz
250	NOV
David Koch	Els
Mike Rodriquez	Nor
Joe Centeno	Nor
HIGH SCHOOL PTS	
Norco	862
San Bernardino	119
Eisenhower	91
500 CLASS (H.S.)	
Dvid Kent	Nor
Don Walls	Nor
Don Marshall	Nor

TROPHY PICKUP

Trophies for Desert Vipers Oct. 17 Hare Scrambles can be picked up at D-37 race on Dec. 12 & during business hours at Westminster Sports Cycle, 7219 Westminster Blvd., Westminster, CA. (48/2x)

100's M.C. Hare scrambles trophies available on Nov. 21, race at Desert Knights H&H and 2 races thereafter. (47/3x)

UNATTACHED RIDERS
MINI CYCLES
Mike Word Hon
Brett FGox Hon
125 BEG
Ernie Bogle Hon
Dave Walker Yam
Paul Wildman Hon
125 PRO
Leonard Bishop Hon
Bart Onash Hon

River Rat Trials
Bumble Bee, Az.
Nov. 14, 1976

EX
Tom Foy Kaw
Randy Clark Suz
Richard Bacon Bul
AM
Mark Makarov Hon
Dave Warren Mon
David Deweese Bul
NOV
Babe Sarver Hon
Richard Bowden Yam
John Lenon Suz
SR
Cal Miller Yam
Dick Allen Yam
John Foy Mon
BEG A
Brian Clark Yam
Joe Kenney Sac
Robert Essary Hon
BEG B
Mike Fitzpatrick Yam
Arlene Sarver Hon
Patsy Giemsoe Yam

CMC Mountain High MX
North Fork, Calif.
Nov. 14, 1976
By E. Nahl

PEE WEE
Aaron Gustafson Hon
MINI JR
Dennis Hansen Yam
Darin Powell Yam
Brett Alcorn Hon
MINI INT
David Berlin Hon
100 JR
James Vantassel Hon
Darrell Edwards Hon
Bernie Agustin Suz
100 INT
David Blair Hon
Vincent Turner Suz
125 JR DIV I
John Davis Suz
Farren Williamson Hon
Paul Tucker Yam
OPEN INT
Ted Hill Bul
Ron Ellis KTM
Richard Mathers KTM
OPEN PRO
Gene Manhire Suz
Jim Franklin Suz
Rory Rundle KTM

CMC Mountain High MX
North Fork, Calif.
Oct. 31, 1976
By E. Nahl

PEE WEE
Aaron Gustafson Hon
MINI JR
Darin Powell Yam
Mark Rouff Hon
Darin Vanderpool Yam
MINI INT
Mike Harris Yam
Mike Carmichael Yam
MINI PRO
George Holland Hon
100 JR
Clyde Ramos Yam
Mark Blair Suz
Don Howard Yam
100 INT
Roger Guzman Suz
Rodney Bennett Hon
OLD TIMERS — VETS
Ken Clayton Hus
Rick Schilling Mai
125 JR DIV I
Keith Bettencourt Hon
John Davis Suz
Racket Richardson Suz
125 JR DIV II
Felix Miranda Yam
Doug Krikorian Hon
Bruce Hall Hon
125 INT
Kevin Phillips Hus
Mike White Yam
Steve Fuchs Hon
125 PRO
Tim Worth Hon
"Magoo" Chandler KTM
Rodney Greener Yam
250 JR DIV I
Rick Tobin KTM
Linny Goodrich —
Darin Lundquist Suz
250 JR DIV II
Jeff Greener Bul
Scott Perry Mai
Jim Sigmai Yam
250 INT
Marty Covington Mai
Mike Moffat Suz
Chuck Goodrich —
250 PRO
"Magoo" Chandler KTM
Tom Bass Bul
Scott Karl Suz
OPEN JR
Don Campbell Suz
Larry Kellerhals Suz
James Bott Suz
250 INT
Rick Tobin
Mike Moffat Suz
Don Franklin Hus
250 PRO
"Magoo" Chandler KTM
Scott Karl Suz
Milan Garrett C-A
OPEN JR
Steve O'Bar Suz
Johnny Paula Yam
Van Lawrence Suz
OPEN INT
Ron Ellis KTM
Jerry Winkelbauer Mai
Scott Sinclair Hus
OPEN PRO
John Franklin Mai
Jim Franklin Suz
Bruce Lindquist KTM

Cat House Hare and Hound
Salt Wells Villa, Nev.
Nov. 7, 1976
By Moto Depo

OPEN EX
R. Buttner
S. Harden Hus
L. Murphy KTM
250 EX
T. Harris KTM
J. Lesniewski Suz
G. Martz Suz
OPEN AM
P. Rice Yam
R. Keeping Hus
W. Hart Yam
250 AM
K. Berg Hus
G. White Hon
K. Kontiles Hus
OPEN NOV
T. Main Yam
J. Risner Yam
S. Mikkelson Hon
250 NOV
J. Cloutier Oss
Bob Edwards Hus
R. Osborn Yam
125 NOV
E. Curran Hus
J. Arrick Yam
T. Vaglivielo Yam
OLD TIMERS A
G. Gabbert KTM
W. O'Brian Yam
F. Hilks Suz
OLD TIMERS B
R. McGill Bul
M. Ikleman Hus
G. Cloutier Rok

Dunlap MX
Dunlap, Calif.
Nov. 7, 1976

MINI JR
Mark Rouff Yam
Lee Duncan Hon
Darin Vanderpool Yam
MINI INT
Mike Harris Yam
MINI EX
George Holland Hon
100 JR
James VanTassel Hon
Dave Mosher Hon
Mark Blair Suz
100 INT
Jim Williams Hon
David Blair Hon
125 JR DIV I
Bruce Hall Hon
Clay Buck Hon
Curtis Kiser Suz
125 JR DIV II
Keith Bennencourt Hon
David Dichiara Suz
Mike Weathers Hon
125 INT
Jim Ellis Suz
John Longinoitti Yam
Chip Chapman Hon
250 JR
Jim Kratt Bul
Brian Anderson Suz
Dave Brown C-A
250 INT
Rick Tobin KTM
Randy Bivings Suz
Marty Covington Mai
OPEN JR
Jim Kratt Bul
TimSloan KTM
Larry Kellerhals Suz
OPEN INT
James Holmes Yam
Dan Hill Suz
125 PRO
Tim Worth Hon
Sammy Holland Hon
Steve Parker Yam
250 PRO
Milan Garrett C-A
Scott Karl Suz
Jay Haroutunian KTM
OPEN PRO
Jim Franklin Suz
John Franklin Mai
Bruce Lindquist KTM

D-36 ST
Monterey, Calif.
Nov. 13, 1976
By Burt Dinner

PEE WEE
Kelly Fischer —
80 STOCK/MOD
Jeff Nichols Mod
Robbin Mast Stk
Michael Hines —
60 MOD NOV/JR
Todd Beecher
Guy Hufford
80 MOD JR A
Rodger Hazen
Van Sherfield
80 MOD JR B
Michael Rosa
Steve Mason
80 MOD EX
Gary Johnson
100 NOV/JR
MINI
David Drew
Robert Nelson
100 ex
MONO
Gary Johnson
James Cunningham
100 NOV
Steve Martin Yam
Rod Cahoon Yam
125 NOV
Norman Combs Suz
Joel Green Yam
Henry Kalisiak Hon
125 JR
John Mason Yam
200 NOV
Jerry Warren H-D
Chuck Fischer Yam
250 NOV
Wayne Busby Bul
Rich Matuszek Yam
250 JR
Keith Day Yam
250 Ex
Randy Bereman Bul
Steve Long Bul
Ron Day Yam
360 NOV
Bruce Yeaton Hon
Henry Kalisiak Bul
360 JR
Jeff Cahoon Bul
360 EX
Benny King Yam
Matt Rohr Yam
Bob Miller Bul

CMC Sandhill Ranch Night MX
Brentwood, Calif.
Nov. 12, 1976
By T. Houser

MINI
Bob Wallace Yam
MINI INT
Dennis Houser Yam
100
Frank Hastings Suz
100 INT
Joey Schlag Suz
100 & 125 BEG
Danny Loughren Yam
Jim Shaw Suz
125 JR
Mark Howard Yam
Bob Comstock Hon
250 JR
Fred Wheeler Yam
Greg Howell Hon
OPEN
Jim Lambert Suz
Dave Honeycutt Suz
Mike Underhill Yam
INT
Kriyh Sfsmd KTM
Russ Daley Suz
EX
Michael Preston KTM
Rodney Greener Yam
VETS
Rick Matthews Suz
Bob Collins KTM
OLD TIMERS
Bill Verbiscio Yam
TROPHY DASH(250)
Fred Wheeler Yam

AME MX
Valencia, Calif.
Nov. 14, 1976
By Lee Taylor

MINI JR
Bobby Ryan Hon
Bob Pocias Yam
Don Wyman Hon
MINI INT
Jim Busby Yam
MINI EX
Steve Schmitz Suz
David Baker Yam
250 PRO
Mark Gambetta KTM
Don Hansen Mai
Mark White Hus
250 INT
John Lovett Bul
Rick Cavish Suz
Randy Lewis Mai
500 INT
Jim Stiles Hus
Pat Page Mai
Eric Wachter Mai
250 JR
Chuck Rubin Bul
Mike Cook Bul
Dave Osterman Suz
250 BEG
Steve Dale Suz
Tony Walker Oss
Dave Wild Mai
500 PRO
Bryar Holcomb KYM
Steve Rawson KTM
Fred Hoblit Bul
VETS
Joseph Brown KTM
Jim Learnihan Oss
WOMAN'S PRO
Sue Fish Yam
Kim La Vigne Yam
Rhe Gliemi Yam
500 BEG
John Nichols Yam
Tony Epperson Yam
500 JR
Jeff Tibbitts Yam
Robert Megdal Mai
Dick Foulk Hus
125 PRO
Bobby Jones Hon
John Atwood FMF
Bob Kline FMF
125 INT
Jim Sendelback Suz
Doug Anderson Yam
Paul Lane Yam
125 JR
Dave Visco Hon
Rod Scott Suz
Jerry Wolfinbarger Hon
125 BEG
Jerry Martinez Hon
Keith Draper Yam
Dave Blankenship Hon
WOMAN'S
Carey Steiner Hon
Rox Ann Dougherty Hon
Dee Granger Suz
100 BEG
Chuck Gunter Suz
Melvin Welch Yam
David Gonzales Suz
100 JR
Kevin Lebure Suz
Tim Wilborn Suz
Roger Gauvin Suz
100 EX
John Whelchel Suz
Jim Cote Suz
Kenny Spiker Suz
100 INT
B.J. Lehn Suz

ADRA Sycamore Creek 100
Phoenix, Az.
Oct. 26, 1976
By Phil Briggs

HIGH OVERALL
Jim Halford
250 EX
Marty Haak Hon
Brian LaPlante Yam
Barry Moblitt Suz
OPEN EX
Jim Halford Yam
Tom Clark Suz
Dave Miller Hus
126 AM
Mark Miller Hon
Charles Hoffman Suz
David Kinnel Yam
175 AM
Ray Rossi Hus
Don Haney Hon
Robert Robins Puc
250 AM
Jim Edmonds KTM
Jack Shepard Hon
Mike Klatt Hus
OPEN AM
Ken Skiff Yam
Bruce Miller Suz
Gerard Freedman Hus
125 NOV
Vonn Jones Yam
Dominick Paddock Yam
Bryan Hayes KTM
250 NOV
Kent Miller Hus
Dave Charlson Suz
Kerry Rodrigues Yam
OPEN NOV
John Gardner Yam
Steve Hillman Hus
Randy Strong Hus
125 BEG
John Decker Hod
Tom Kakavas Kaw
Dale Tweed Suz
250 BEG
Fred Kern Bul
Richard Kinnaman Suz
Dean Clarkson Yam
OPEN BEG
Dave Kieffer Yam
Ted Lewis Hus
Harry Pharis KTM
YOUNG OLDIES
Murle Williams KTM
Jack Jaquette Suz
Ed Blough Yam
OVER FORTY
Nile Downer Yam
Bert Stewart Yam
Bob Hayes KTM
TRAIL
Jesse Gonzales Hod
Mark Chambers Suz
Mark Babington Hod
WOMEN'S DIV
Barbra Wright Hus
Teresa Cavendor Yam
Aprile Gaines Yam

Moreno Valley MX
Oct. 14, 1976
By Ron Lawson

MINI JR
Richard Anderson Yam
100 BEG
J.J. Hanson Suz
John Smythe Yam
Don Leath Hon
100 JR
Chuck Beck Suz
Rod Anderson Suz
125 BEGKen Odra Yam
Dennis Shaffer Yam
R. Fornshell Yam
125 JR
Monte Miller Yam
Joe McManus Suz
Mike Landmesser Hon
125 INT
Keith Baker Hon
Jack Murchall Suz
Scott Slater Yam
125 EX
Steve Bauer DG
Albert Cancino Hon
Paul Ballow Hon
250 BEG
Danny Torres Suz
Bob Wofford Hon
Chris McNeill Hus
250 JR
Dan Fowler Mai
Randy Anderson Suz
Mike Meshkoff Yam
MINI BEG
Mike McGowen Yam
Jeff Wagner Yam
Timmy Gregory Yam
250 INT
Rick Taylor Suz
Mike Leclair Suz
H.C. Meyer Hon
250 EX
Danny McDougal Suz
Doug McGowen Mon
Ken Taylor Mai
500 BEG
Henry Clifton Yam
Rick Logan Mai
Charles Brown Yam
500 JR
Bill McGowen CZ

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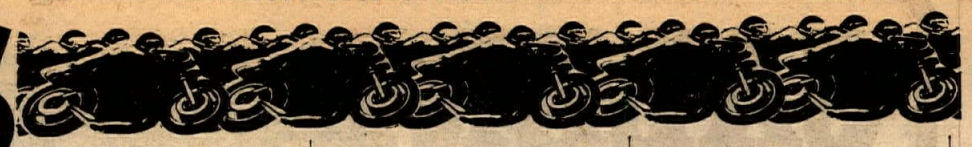
RESULTS



O.T. MX Assn.
Trabuco Cyn., Calif.
Nov. 14, 1976
By O.T. Dal

MASTER	
Al Dennler	Mai
MarvinOlson	Mai
Blackie Lewis	Mai
EX	
Dick Frampton	Bul
Bill Downing	Suz
George Meyer	Mai
AM	
Gerry Steiner	Mai
Norm Blackmer	Kaw
Fred Maynard	Mai
NOV	
Kid Coffman	Yam
Don Edlund	Yam
Everette Hatler	CZ

GNC MX
Overall Pt. Standings
Lubbock, Tx.

MINI JR	
Benny Mitchell	Yam
Ronnie Worman	Yam
Morris Trexell	Yam
MINI SR	
Jerry Skinner	Yam
Charles Bethel	Yam
Keith Wilkerson	Yam
105 MINI	
Ernie Kerr	Yam
Steve Howard	Yam
Kent Franks	Yam
100	
James Pacheco	Suz
Charles Bethel	Yam
Gary Turner	Yam
125 NOV	
Richard Dashner	Kaw
Barry Bishop	Suz
Barry Fry	Hon
125 INT	
Doug Wilkerson	Yam
Jay Calloway	Yam
Gary Turner	Yam
125 EX	
Joe Jordan	Suz
Joe Skinner	Yam
John Laney	Hon
250 NOV	
Shawn DeNio	Yam
Eddie Herron	Suz
Rick Singletary	Pen
250 INT	
Robert Poor	Hus
Neil Tucker	Hus
Ralph Torres	Suz
250 EX	
John Poor	Hus
Gary Johnson	Bul
Maby McIntyre	Yam
OPEN	
Herman Wells	Suz
Mike Smith	Hus
Scott Smith	KTM
OPEN EX	
Guy Goff	CZ
Gary Johnson	Yam
Scott Harmon	Yam

Motocross
Mosier Vly. Prk.
Arlington, TX.
Nov. 7, 1976
By Dave Nielsen

JR MINI	
Darren Burns	Yam
Greg Baker	Yam
David Wilson	Yam
SR MINI	
Craig Riddle	Hon
Tony Nielsen	Hon
Willie Keith	Yam
OVER 30	
Tom Cone	Bul
Tom Hollister	Yam
Ronnie Mullen	Hon
100cc	
Mark Loving	Yam
Johnny McGee	Suz
David Sanders	Suz
125 NOV DIV I	
Jimmy Whitten	Yam
Robert Hard	Hon
Jim Grubb	C-A
125 NOV DIV II	
George Jensen	Yam
William A. Sims	Hon
Buddy Cameron	Suz
250 NOV	
Robert Tuscana	Suz
Todd Fox	Pen
Jeff Rhodes	Yam
125 INT	
Randy Marshall	Suz
Dennis	Goodson
Jim Ewing	Hon
125 EX	
Danny Doss	Hon
Mike Jones	Hon
Jimmy Martin	Hon
250 INT	
Bruce Hallmark	Pen
Kirk Spencer	Yam
Stan Cross	Bul
250 EX	
Ricky Kidd	Pen
Dickey Nowell	Pen
Bobby Pickard	Pen
OPEN INT	
Brian Wilson	Pen
Kevin Gee	Bul
Charles Wilson	CZ
OPEN EX	
Ricky Kidd	Pen
Wyman Priddy	Bul
Darrell Hollingshead	Hus

Hillclimb Results
De Anza Cycle Park
De Anza, Calif.
Nov. 7, 1976

MINI CLASS	
Gary Thornton	—
125 CLASS	
Steve Stith	Yam
Perry Edwards	Yam
175 CLASS	
Carl Collier	Yam
250 STOCK	
Dick De Rosa	Suz
Ron Powell	Suz
250 MOD	
Kerry Peterson	H-D
360 STOCK	
Doug Hall	Bul
360 MOD	
Craig Mock	Yam
400 STOCK	
Kerry Peterson	Mai
400 MOD	
Dick De Rosa	Yam
450 MOD	
Craig Mock	Yam
Dick De Rosa	Yam
500 STOCK	
Clyde Peterson	Yam
Carl Collier	Yam
500 MOD	
Neal Mackel	Yam
Ron True	Yam
650 STOCK	
Duane Vinson	Tri
Tom LaRue	Tri
650 MOD	
Ron Saffel	Tri
Neal Mackel	Yam
OPEN CLASS	
Neal Mackel	Tri
Ron True	Nor
John Bjorkman	Tri
OVERALL	
Neal Mackel	Tri

High School MX
Corona, Calif.
Nov. 12, 1976
By Elaine Jones

MINI	
Randy Ritchotte	Hon
Alan Widrick	Kaw
Alan Small	Yam
100cc INT	
Bruce Small	Hon
Mike Johns	Yam
Tony Rosetti	Hon
125cc NOV	
Bill Metzger	Yam
Bill Easley	Yam
Sean Sessa	Hon
125cc INT	
Troy Manning	Suz
Chris Wright	Suz
Geoff Wood	Hod
175cc NOV	
Robert Young	Yam
Robert Love	Hon
Clyde Smith	Hon
250cc NOV	
Scott Hill	Hus
Jim Hyer	Hus
Dan Ward	Bul

RACE MX
Corona, Calif.
Nov. 12, 1976
By Elaine Jones

MINI NOV	
Tim Hines	Yam
Curtis Bingham	Yam
Dirk Sweet	Yam
MINI JR	
Kevin Wood	Yam
Alan Seely	Yam
MINI ADV	
Donny Berry	Yam
Chris Morey	Yam
100cc JR	
Mark Jarrett	Yam
Tony Apodaca	Suz
Eric Valentine	Hon
125cc BEG	
Robert Fornshell	Yam
Mark Cinque	Hon
Willard Ruggles	Yam
125 cc JR	
Bart Onasch	Hon
Tony Feldhaus	Hon
Mark Ballow	Hon
125cc PRO	
Paul Ballow	Hon
Kinney Jones	Hon
250cc INT	
Bert Fujisaki	Mai
Darryl Lumbattis	Bul
Dave Ohl	Suz
250cc PRO	
Mark Rawley	Suz
Tom Karos	CZ
OPEN JR	
Mark Ellis	Bul
David Callaway	Kaw
Leroy Dozois	Kaw
500cc PRO	
Mark Rawley	CZ
Lee Rosenberry	Bul

TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
Nov. 13, 1976
By Andi Gangewer

MINI COMB	
Dave Hulbert	—
Jim Snow	Yam
Darren Hulbert	Yam
100 COMB	
Ken McIntire	Yam
Eugene Brown	Yam
David Hulbert	Yam
125 BEG NOV	
Jimmy McGowan	Yam
Garth Beavers	Yam
Rob Siesser	Yam
250 BEG NOV	
Greg Sargent	Yam
Greg Bell	Yam
Jeff Kopsho	Yam
OPEN NOV	
Kelly Templeton	Yam
Donald Hoyt	Yam
Mike McCauley	Bul
SPEC NOV	
James McGowan	Yam
Jim Forehand	Yam
Patrick Egan	Yam
126 AM EX	
Steve Polson	Yam
Ronnie Evans	Yam
Greg Bell	Hon
OPEN AM	
Joel Windham	Yam
Skip Crisyt	Yam
OPEN EX	
Steve Fortune	—
Rex Hailey	Yam
Scott Sivadge	Yam
SPEC EX	
Rex Hailey	Yam
Steve Fortune	Yam
Rich Volk	Yam
250 AM EX	
Rick Volk	Yam
Jeff Springman	Yam
Ed Wine	Yam
SWEEPS (LITTLE BIKE)	
Steve Polson	
SWEEPS (BIG BIKE)	
Rex Hailey	

CMC
Orange, Calif.
Nov. 12, 1976
By Patti Trotter

MINI EX	
Gary Tomlin	Hon
Tommy Satchel	Yam
Mike Toycen	RR
MINI JR	
Kerry Paulsen	Yam
Rick Jackson	A.G.E./ Bos
Chris Freeman	Yam
100 JR	
Chris Overland	Suz
Robby Moore	Hon
Ronald Jacobs	Suz
500 PRO	
Scott Gillman	Yam
David Gerig	Suz
Ritchee Collins	KTM
500 INT	
Mark Van Camp	Mai
Dave Maas	Suz
Clint Smith	Mai
500 JR	
Larry Francis	Mai
Kurt Kovacks	KTM
Eugene Boere	Bul
250 PRO	
John Smith	Suz
Pat Hubbs	Suz
Eric Skrudland	Pen
250 INT	
Ken Nannenhorn	KTM
Terry Biner	Mai
Dan McKinley	Mai
250 JR	
Chris Cummins	Mai
Robert Casper	Suz
Steve Ellington	Sux
125 PRO	
John Tessitore	DG
Bruce McDougal	T&T
Alan Smith	Hon
125 INT	
Gary Bowden	Hon
Dave Raymond	Hon
Tim Murphy	Hon
125 JR DIV I	
Robert Green	Hon
Dave Collins	KTM
Jay Marcell	Kaw
125 JR DIV II	
Steve Buckley	Hon
Mark Anderson	Hon
Bruce Banfield	Hon

Final Results
FIM Motocross
World Championship
Grands Prix

125 cc	
Gaston Rahier	Suz
J. Churavy	CZ
Z. Velky	CZ
Marty Smith	Hon
R. Harvey	Hus
J. Kudiakov	CZ
P. Ruleev	CZ
G. Liljigren	KTM
D. Nani	—
I. Bessone	—
A. Ainsworth	Suz
I. Alborghetti	—
M. Auttio	Suz
C. Maddii	—
Bob Hannah	Yam
Billy Grossi	Suz
250 cc	
Keikki Mikkola	Hus
G. Moisejev	KTM
V. Kavinov	KTM
Jim Pomeroy	Bul
Harry Everts	Puc
T. Hansen	—
A. Ovhcinnikov	KTM
A. Barorovsky	CZ
H. Maisch	—
J. Falta	—
500cc	
Roger DeCoster	Suz
Gerrit Wolsink	Suz
Adolph Weil	Mai
Graham Noyce	—
Brad Lackey	Hus
H. Schmitz	Puc
J. Van Velthoven	KTM
A. Jonsson	—
Pierre Karsmakers	Hon
Willi Bauer	KTM
Bengt Aberg	Bul
Vic Allan	—
C. Hammargen	—
F. Sigmans	—
V. Khudiakov	CZ
V. Eastwood	—
A. Angiolini	—
R. Heeren	—
Steve Stackable	Suz
A. Lodal	Hus
Tony DiStefano	Suz
V. Korneev	CZ
A. Bochkov	CZ
Gaylon Mosier	Mai
Tommy Croft	Hon

Manufacturer's Standings FIM Motocross World Championship Grands Prix

125cc	
Suzuki	195
CZ	160
Honda	130
Husqvarna	69
KTM	49
Yamaha	46
Montesa	11
Bultaco	3
250 cc	
KTM	
Husqvarne	163
Bultaco	102
Puch	98
CZ	92
Montesa	63
Ossa	32
Yamaha	5
Suzuki	3
500cc	
Suzuki	195
KTM	110
Puch	96
Husqvarna	92
Honda	75
Bultaco	48
CZ	38

Official Results FIM Standings 1976 Road Racing Not World Championships

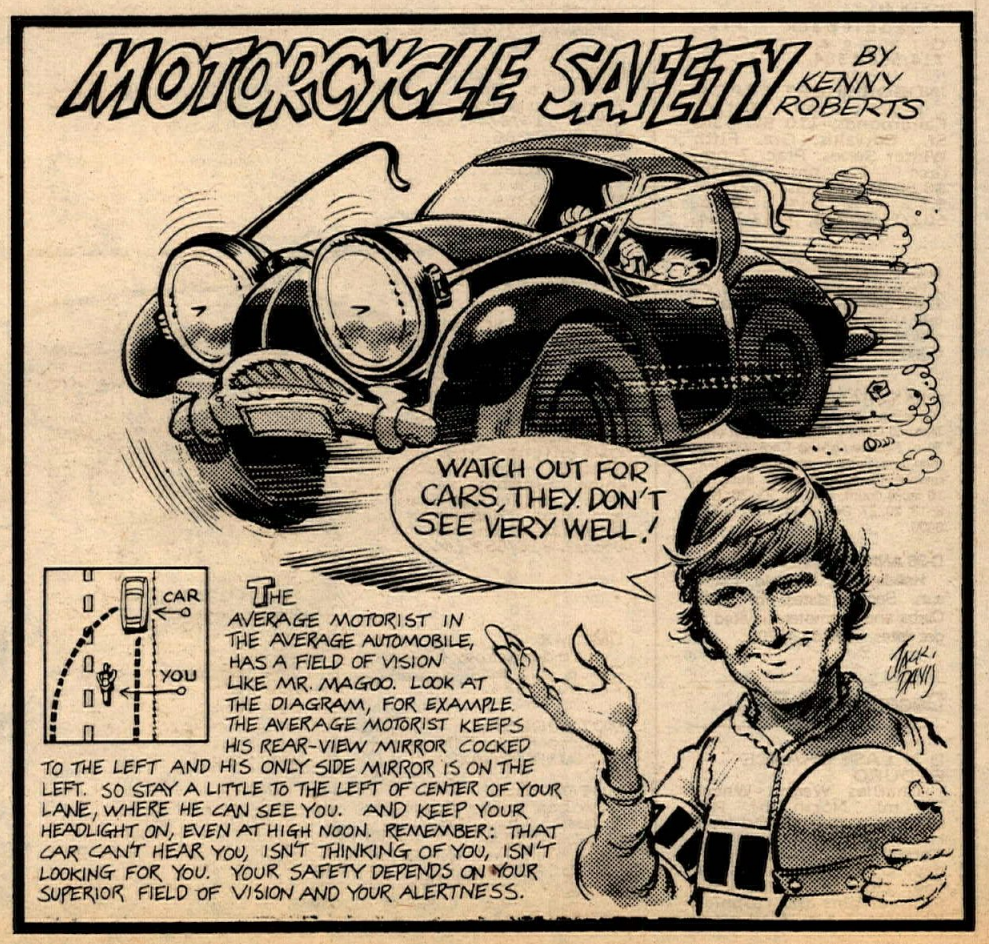
FORMULA 750	
Victor Palomo	Yam
Gary Nixon	Kaw
John Newbold	Suz
Michel Rougerie	Yam
D. Potter	Yam
G. Choukroun	Yam
C. Estrosi	Yam
Pat Hennen	Suz
Patrick Pons	Yam
Steve Baker	Yam
Johnny Cecotto	Yam
Takazumi Katayama	Yam
Jack Findlay	Yam
P. Coulon	Yam
Giacomo Agostini	Yam
K. Ballington	Yam
B. Van Dulmen	Yam
Barry Sheene	Suz
Mick Grant	Yam
Phil Read	Yam
EURO. MTN. Championship	
E. Stollinger	Yam
R. Erard	Yam
W. Stropek	Yam
J. Martinell	Oss
F. Monjaux	Yam
F. Kunz	Yam
G. Burlando	—
A. ZBorka	Oss
W. Magnenat	Yam
H. Muller	Yam
ENDURANCE RACES	
Chemarin/ Leon	Hon
Huguet/ Ruiz	Hon
Luc/ Vial	—
Chermarin/ George	Hon
Woods/ Williams	Hon
Chermarin/ Evans	Hon
Korhonen/ Estrosi	—
Sarron/ Boulam	—

Manufacturer's Standings FIM Road Racing 1976 Official Results

50cc GP	
Bultaco	85
Kreidler	84
Morbidellie	61
125cc GP	
Morbidelli	90
Bultaco	67
Yamaha	30
250cc GP	
Yamaha	81
Morbidelli	12
350cc GP	
Yamaha	84
Morbidelli	23
500cc GP	
Suzuki	90
Yamaha	48
SIDECAR GP	
Yamaha	55
BMW	10
FORMULA 750	
Yamaha	75
Suzuki	44
EURO. MTN. CHAMPIONSHIP	
Yamaha	45
Ossa	28
ENDURANCE RACES	
Honda	45
Yamaha	6

Official Results FIM Standings 1976 Road Racing World Championships

50cc	
Angel Nieto	Bul
H. Rittberger	Kre
Ulrich Graf	Kre
E. Lazzarini	Mor
R. Kunz	Kre
J. Van Zeebroeck	Kre
R. Blatter	Kre
S. Dorflinger	Kre
H. Hummel	Kre
P. Audrey	—
125cc	
P. Bianchi	Mor
Angel Nieto	Bul
P. Pileri	Mor
A. Van Kessel	—
A. Mang	Mor
J.L. Guignabodet	Mor
E. Lazzarini	Mor
G. Bender	—
S. Dorflinger	Mor
J. Van Zeebroeck	Mor
250cc	
Walter Villa	H-D
Takazumi Katayama	Yam
G. Bonera	H-D
P. Korhonen	Yam
T. Herron	Yam
Dieter Braun	Yam
Charles Mortimer	Yam
B. Kneubuhler	Yam
O. Chevalier	Yam
V. Palomo	Yam
350cc	
Walter Villa	H-D
Johnny Cecotto	Yam
C. Mortimer	Yam
T. Herron	Yam
J. Doods	Yam
V. Palomo	Yam
B. Kneubuhler	Yam
Takazumi Katayama	Yam
O. Chevalier	Yam
F. Uncini	Yam
500cc	
Barry Sheene	Suz
T. Lansivuori	Suz
Pat Hennen	Suz
M. Lucchinelli	Suz
John Newbold	Suz
P. Coulon	Suz
Giacomo Agostini	—
John Findlay	Suz
J. Williams	Suz
Phil Read	Suz
SIDE CAR	
Steinhausen/Huber	
Schwarzel/Huber	
Schmid/Matile	
Billand/Williams	
Schauzu/Kalauch	
Schilling/Gundel	
Greasley/Holland	
Dell/Kenny	
Michel/Garcia	
Kooy/Vader	



CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

December 1

CMC NIGHT MX
Orange Cty. Int. Rcwy., Irvine, CA. 714/559-0199.

DIRT TRACK
Half mile, short track, TT. Corona Rcwy., Corona, CA. 714/735-1705, 689-1913.

December 2

CMC MX
Ascot Park, Gardena, CA. 213/323-1142.

December 3

LAUGH-IN TRIALS
Saddleback Park, Orange, CA. 12 observed sections scattered around one lap of park. Start 10 a.m. from Webco/Cycle World Clubhouse. Pre entry $9, post entry $10. 1812 Alaska St., Costa Mesa, CA. 92626. Entry includes coffee, soft drinks, doughnuts at start; full lunch; no-host bar at end. Points handicaps for true trials riders, real trials bikes, good riders. Annual crazy motorcycle industry fun event. All welcome.

NIGHT MX
Fremont Rcwy., Fremont, CA. 415/881-1039, 278-4269.

AME NIGHT MX
Indian Dunes Park, Valencia, CA. 805/259-8000.

RACE MX
Corona Rcwy., Corona, CA. 714/735-1705.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. 714/357-3323.
CANCELLED

December 4

PRO POT PURSE MX
Carlsbad Rcwy., Carlsbad, CA.

NIGHT TT
Elsinore Rcwy., Elsinore, CA. 714/826-2386, 674-5383.

SAM MX
Saddleback Prk., Orange, CA. 714/558-1584.

INDOOR SHORT TRACK
Benton Cty. Fairgrounds, 110 SW 53rd St., Corvallis, Ore. Fifth Winter Series. Prac. 7 pm, race 8 pm. Entry $3.50/extra class $2/Pros $5. Minis-500cc. 503/753-0923, 757-1034.

SHORT TRACK/TT
Perris Rcwy., Box 371, Perris, CA 92370. Gate open 5 p.m. Entry $3 plus gate. Under 18 yrs. must have parent, over 18 must have ID. 714/657-3678, 657-8917.

ECRA SANTA CLAUS SERIES MX
Racing World/Escape Country, Trabuco Cyn., CA. I-405 to east on El Toro, 7 mi. to right @ Cook's Corner, then 5 mi. Entry $7 membs., $10 non-membs. Prizes for leaders. Best 7 of 10 races count, Oct. 16, 23, 30; Nov. 6, 13, 20, 27; Dec. 4, 11, 18. 714/581-6400.

D-36 ANNUAL MEETING
Holiday Inn, Fairfield, CA. 9 a.m. Secure dates for 1977. Clubs and promoters invited to get dates. 209/463-4320.

December 4-5

D-37 LAST CHANCE ENDURO
Charlies Wagon Wheel, 15 mi. North of Red Mountain, CA. Limed from Hwy. 395 & Trona Rd. Three 40-mile loops each day. C's go two loops per day. Double D-37 points. Finisher pins and trophies. Keytime 7 a.m. Mail entry $18. Sunday Only $9.50. Post entry $20. Three-man teams add $1 per rider and mail together. Entries and info: Calif. Enduro Assn., 1825 Calle Ciervos, San Dimas, CA 91773. (213) 442-8043 or (213) 249-4770.

OK MX CHAMPIONSHIP
Taiilequah, Okalhoma, Barron Fork MX, Rt. 1 Welling, OK. 74471. Go 4 mi. east on 51 to Speedys Service Stop, then 4 mi. south. On Sat., 1st and 2nd Am motos, on Sun. 3rd. Am. moto and 2 Exp motos. Prac. 'til 9:30; race 10:00 a.m. Claimed $3,165 in cash. 918/456-8421.

December 5

MOTOCROSS
Austin MX Park, Austin, TX. Pro, Amateur. 512/443-4353.

C .A.T. TRIAL
Sycamore Creek Trials, Airzona. Sign 8:30 a.m.; start 10:00 a.m. Entry $6, C.A.T. and S.A.T.A. $4. A & B Classes $2, A & B start about 2:00 p.m. Spectators free. Mufflers and spark arrestors required.

D-37 TT
Ascot Park, Gardena, CA. Gripsters MC, Box 272, Placentia, CA. Sign 7:30 a.m.; prac 9; race 10:00 a.m. $4 entry. Grandstand admission, $2, kids under 8 yrs. free. Only 2 mech. per rider in pits. Rain date Dec. 12. 714/521-0171.

CMC ROAD RACE
Ontario Mtr. Spdwy., Ontario, CA. Take Havne exit off I-10. GP, Prod., Cafe. Money and brass. Gate 7, prac. 9, race noon. Pre-entry $12, post $15. Write to world famous Pat Manning, 3407 W. Olive, Burbank, CA. 213/842-7433.

DRA TEAM RACE
Adelano, CA, limed from 17 mi. north of Four Corners, Hwy. 395, right side. Start 9:30 a.m. Six times 25 mi. $400 purse. 20% brass. SCAT comm. Ambulance, catering, DRA pts. $3,000 medical. Photos. 714/373-4647.

ATA TRIAL
Saddleback Prk., Orange, CA. Classes: kids, Beg., Women, Press, Industry, Nov., Am., Exp. Riders meet 9, start 9:30 a.m. Entry $5. Giant raffle, $1 can win Bul Sherpa T. 213/342-0683.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy. 71 at Lagonia, Elsinore, CA. 714/674-5383 or 714/826-2386.

MOTOCROSS
Phoenix, AZ. 602/992-0359.

MOTOCROSS
DeAnza Park, Sunnymead, CA. 714/653-2633, 735-1301.

D-36 EURO-SCRAMBLES
Plymouth, CA., 30 mi. east of Sacramento on Hwy. 16, or 18 mi. southeast of Placerville on Hwy. 49. Fifth annual Liliputian European Scrambles. All classes. Overnight camping. Shotgun state. Rain or shine. Finishing pins and decals. $8 entry. Start 8 a.m. Dirt Diggers North. Box 338, Orangevale, CA. 95662. 916/652-7800.

CMC MX
Saddleback Prk., Orange, CA. 714/558-1584.

MOTOCROSS
Baron Fork, Tahlequaw, OK. 918/456-8421.

MOTOCROSS
Mosier Valley MX Park, Euless, TX. Pro, Am. 817/267-9153.

MOTOCROSS
Indian Territory Rcwy., Prague, OK. 405/567-2241.

BLACK JACK CIRCUIT ENDURO
Starts 8:01 a.m., Mulberry, Ak, two mi. S. on Hwy. 215 off I-40 at Mulberry. $12 entry. Circuit goes through AK, OK, KS, MO. 918/427-3619.

DBL. PT. CMC MX
Puyallup Rcwy. Prk., Puyallup, WA. Gate opens 8:00 a.m.; sign 'til 9:30; race 10:30. Am. entry $6; Pro $8. 100% Expt. pay-bck. Last of year-end Series. 503/631-1550.

CRC FAMILY ORV RALLY
Lucerne Vly., Calif. Enduro scoring, classes for Buggies, Bajas, 4X4, mini trucks, and all-girl crews. 60 miles, easy family event. Pre-entry $25 and two SASE to 7601 Arlington, Riverside, CA 92503. Post entry $30. (714) 689-6114 days.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, Calif. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $6/$12 post. $2 extra non-memb. $3000 med. ins. cov. 30% brass, 100% Ex. p.b. 714/581-2778.

SRA FUN RUN ENDURO
Christmas Fun Run, California City, CA., limed from golf course. Box 3882, Torrance, CA. 90510. Women & mini on Sat. @ 1:00 p.m.; fpr 25 mi. Others on Sun @ 8:00 a.m. for 30-mi. loops. 100% brass. Starter and finisher pins plus Santa goodies. 213/320-1015.

BOSS-CMC SEMI-PRO MX
Helvetia Park, West Sacramento, CA. I-80 to Harbor Blvd., 7 mi. along river. 30% brass, 100% pay-bck. to pro. All classes. Nov. race 8:30 a.m.; Pro, Int. race 1:00 p.m. Pro $15, others $8. 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

ECRA MX
Racing World/Escape Country, Trabuco Cyn., CA. I-405 to east on El Toro, 7 mi. to right @ Cook's Corner, then 5 mi. Entry $7 membs., $10 non-membs. Start 9:30 a.m. 30% brass. 714/581-6400.

CMC MOTOCROSS
Dunlap Cycle Park, 2250 E. McKinly, Fresno, CA. 93703. 38 mi. east of Fresno on Hwy. 180 to Dunlap Rd., turn right 4 mi. to track. Open 6:30 a.m.; prac. 8:00 race 9:00 a.m. Entry $7, post $9, Pros $15. 100% Pro p.m., 30% brass, free camping. 209/233-1834.

MOTOCROSS
Deschutes Cycle Park, 65147 N. Hwy. 97, Bend, OR, halfway btwn. Redmond and Bend on Hwy. 97. 9:30 a.m. Entry $7, $10 for Pro. New owners. 503/389-3334.

MOTOCROSS
Desert Wheels MC, Edwards Air Force Base, corner Forbes and Lancaster Ave., Box 37, Edwards, CA. 93523. Take Hwy. 14 to Rosamond, take Rosamond Blvd. to Edwards. Sign 7-8:30 a.m.; race 9:00 a.m. Entry $6, $8 Exp. Same day brass 33% gift certificate to 1st & 2nd place Exp. Free camping. Spectators free. 805/258-4250.

December 7

AME MOTOCROSS
Spillway Park, Santa Maria, CA. US 101 to Broadway off, follow signs to Pk. Sign up 7 am, race 9 am. Entry $6 Jr/Int; $11 Pros. Over The Hill Gang North vs South double pts. race. 30% brass all classes minis-Pros. Free ON camping. $4000 med. ins. 805/937-6171.

BONNEVILLE USE MEETING
Bonneville Salt Flats Subcommittee of the Salt Lake District Multiple Use Advisory Board, Salt Lake District Office Conference Room, 2370 South, 2300 West, Salt Lake City, Utah, 8:30 a.m. Discussion on management and use of Salt Flats. To make presentation, call before Dec. 5 — Frank Snell, 801/524-5348.

December 8

DIRT TRACK
Half mile, short track, TT. Corona Rcwy., Corona, CA. 714/735-1705, 689-1913.

RACING WORLD ESCAPE COUNTRY
Events Scheduled:
Santa Claus MX Series
Oct. 16 — Dec. 18
Everyone welcome
Sat. Santa Series. Riders meeting 9:30 am. Racing begins 10:00 am
Every Saturday best 7 out of 10 weeks (Sportsman Only) All Classes
Sat., Dec. 4—Santa Claus Series MX
Sun., Dec. 5—NMA Santa Claus Grand Prix (Grand Prix track)
also E.C.R.A. MX to be run as usual
Santa Claus series point leader (Nov. 13)
Tony Camarino — Honda
Trails open for riding 7 am til dusk
(closed Dec. 5 only)
7 days a week
MX track open 5 days a week
714-581-6400 Trabuco Canyon

Ride With The Best
CMC
Continental Moto-Sport Club
1st and 3rd SUNDAYS - SADDLEBACK
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 7:30, sign-up 7:30-8:30, practice 8:00-9:00, first event 9:30
2nd and 4th SUNDAYS - CARLSBAD
Jrs., Inter.:$7 mail, $10 post; Pros: $12 mail, $15 post Gate opens 6:30, sign-up 6:30-8:30, practice 7:30-8:30, first event 9
Every other Wed. Night starting June 16th South Bay Park Speedway
ALL 5th SUNDAYS - SADDLEBACK
EVERY FRIDAY NIGHT - IRWINDALE
CMC LICENSE REQUIRED $8.00 PER YEAR
$3000.00 MEDICAL INSURANCE
CMC NO.1 RECEIVES NEW VAN!!
CMC Box 1402
Costa Mesa, Ca.
(714) 557-3323 MON-FRI 10am-3pm 92626

Race with AME
AMERICAN MOTOCROSS ENTERPRISES A.M.E. INC
Indian Dunes
Sunday, Dec. 5
Sunday, Dec. 12
Every Friday Night
(thru Dec. 3)
+ Youth Division
(Pee Wee thru Minis)
at all events
213-881-5778

SADDLEBACK
Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros
Motocross
Every Saturday
24 hour Info. Call 714-830-8010
Gate opens 7:30, Practice 8:00
Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros $13.00
No Membership or mail entry required
Not affiliated with Saddleback Park

Caution
Jr. MXers
Loose on the Streets

$1,000 Purse MX
AMC
Dec. 12
Saddleback Park
714-581-2778

TT Every Saturday Night
Beg — Nov — Am — Ex
Mini thru Open
Gate $2.00 Race $3.00
Elsinore Raceway
714-826-2386/674-5383

Race Schedule
Dec. 5 — Indian Dunes
Dec. 12 —Escape Country
Dec. 19 — Indian Dunes
CRC
213-830-7519

ADRA Race Schedule
Jan. 9th — Desert Duel
602-252-1900
1408 East Granada
Phoenix, AZ 85006

The Four Aces M/C
is supporting the Dist. 37 Hill-toppers & Desert Donkey's Duel European Scrambles on Dec. 12, 1976 in lieu of Hopetown.

AMC
RACE SCHEDULE
Dec. 5 — Carlsbad
Dec. 12 —Saddleback
Dec. 19 — De Anza
INFO 714-581-2778

CYCLE NEWS PRODUCTS

MOVIES

SUPER 8MM
by Dick Kay's
Champion Industries

1976 BAJA 1,000
196 ft. 13 minutes, 16 sec.
Bikes and buggies slugging it out to be first in the world famous off-road race. Locations: Start, Oso Negro, Valle de Trinidad, San Felipe. Silent, reel-to-reel. Sound available. 1/8" casette, $4 extra.

Rent or buy

1976 PARKER 400
202 ft. 13 minutes 22 sec..
Closeup action in the California/Arizona desert with exotic buggies and bikes. Five locations. Reel-to-reel. Casette sound track available, $4 extra.

Top quality underwear value

MX Cat Shirt ~~$5.95~~

AND

CYCLE NEWS

Rainbow Stickies $1

PLUS BOOKS

Over the Handlebars only $4

By Don Gately. A collection of short stories and easy reading on the theme of motorcycle spirit and the people who have it. First edition

Bike Baja

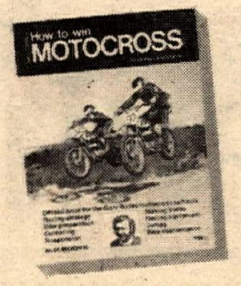
The most complete Baja tour book ever! Twelve detailed, large reference maps in color highlight. Over 100 full-color and black and white photographs. And much more!

$9.95

Escape by Trail Bike

Absolutely the finest book on off-road motorcycle riding techniques ever offered. Bill Brokaw, Expert rider, tells how to ride the hard stuff, easy. Illustrated latest edition.

only $3.75



How to Win Motocross

Tells you everything taught in Gary Bailey's racing schools. Answers all the questions about equipment, starts, corners and rough stuff, whoops and downhills, mud and passing, and expert tricks. A great confidence-builder.

$6

Mail to Cycle News Products, Box 498, Long Beach, CA 90801

BUY w/sound $40. ☐ Silent $36 ☐ 1976 PARKER 400 ☐ 1976 BAJA 1,000 ☐

RENT 1 week w/sound $ 7. + deposit $40. $47. ☐ Silent $ 6. one week + deposit $36. $42. ☐

Please rush me the Cycle News Products I have checked at right. I understand I may return any Cycle News Product for full refund within 30 days if I am not satisfied.

California residents add 6% sales tax (include NO tax for books)

☐ MX CAT SHIRT $4.95 Small Medium Large X-Large _____
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☐ ADVENTURE TO LANDS END (Bike Baja) $9.95 _____
☐ HOW TO WIN MX $6 _____
☐ ESCAPE BY TRAIL BIKE $3.75 _____
☐ OVER THE HANDLEBARS $4 _____

Name _____

Address _____

City _____ State _____ Zip _____

Enclose check or money order
ADDRESS:
Cycle News Products, Box 498, Long Beach, CA 90801

CALENDAR

CMC NIGHT MX
Orange Cty. Int. Rcwy., Box 5, East Irvine, CA 92650. Entry $6 per class. Gates open 5 p.m.; prac. 6-7 p.m., race 7 p.m. Adult admission $2.50; kids (6-12) $1.

December 9

BLM UTAH MEETING
Cedar City District Multiple Use Advisory Board, 1579 North Main St., Cedar City, Utah, 9:30 a.m. ORV use in area discussed. To make presentation, contact Morgan Jensen, District Manager, before Dec. 7. 801/586-2401.

CMC MX
Ascot Park, Gardena, CA. 213/323-1142.

December 9-10

BLM MEETING
Rawlins District BLM Multiple Use Advisory Board meeting, Rawlins, Wyoming. At Rawlins District BLM headquarters, 1 p.m. on Thursday, 8:15 a.m. Friday. Discussion of Organic Act, Sweetwater River Wild and Scenic River Study, South Pass Historic Mining Area, Hanna and Overland planning units, public presentations. If you want to make a statement contact District Manager, Box 670, Rawlins, WY 82301 before Nov. 29. 307/324-6621.

NEVADA LAND USE MEETING
Nevada State Multiple Use Advisory Board, Showboat, 2800 E. Fremont, Las Vegas, Nevada. To make statement or for mo info, contact BLM, Rm. 3008 Federal Bldg., 300 Booth St., Reno, Nevada 89509. 702/784-5459, 702/385-6403.

December 10

NIGHT MX
Fremont Rcwy., Fremont, CA. 415/881-1039, 278-4269.

RACE MX
Corona Rcwy., Corona, CA. 714/735-1705.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. 71 CANCELLED 357-3323.

AMA SPEEDWAY BOARD, WEST. DIV.
End of year social, wards, election for 1977 board, etc. Beef and Brew, 2380 Fair Oaks Blvd., near Fair Oaks and Fulton Ave., Sacramento, CA. 7:00 p.m. Entry $2.75. No host cocktails and Hors d'oeuvres. Pre-enter before Dec. 3 to S. Rooney, 3210 Balmoral Dr., Sacramento, CA 95821. 916/489-0476.

BIKE SWAP MEET
Movie World Exhibit Center, intersection of 91 Frwy. and Knott Ave., Buena Park, CA. Indoor motorcycle swap meet. 6 p.m. to 11 p.m. Call for info. 213/588-0763 or 588-3636.

December 11

ECRA SANTA CLAUS SERIES MX
Racing World/Escape Country, Trabuco Cyn., CA. I-405 to east on El Toro, 7 mi. to right @ Cook's Corner, then 5 mi. Entry $7 membs., $10 non-membs. Prizes for leaders. Best 7 out of 10 races count, Oct. 16, 23, 30; Nov. 6, 13, 20, 27; Dec. 4, 11, 18. 714/581-6400.

SAM MX
Saddleback Prk., Orange, CA. 714/558-1584.

R.A.C.E. MX
Corona Rcwy., Corona, CA., off 91 Frwy. Gate opens 8:00 a.m.; prac 9:00; race 10:00 a.m. 714/735-1705, 689-1913.

DRA SILVER CUP INVITATIONAL
Red Mtn. area, CA. Limed from Hwy. 395 and Trona Rd. Start 10 a.m. Top riders by invitation. Dual DRA pts. 714/373-4647.

INDOOR SHORT TRACK
Douglas Cty. Fairgrounds, Roseburg, Ore. Prac. 6:30-7:30, race 8 pm. Minis-250cc. Season High Pt. brass. Entry $4/extra class $2Pros $5. 503/673-3205, 832-2303, 672-5035.

NIGHT TT
Elsinore Rcwy., Elsinore, CA. 714/826-2386, 674-5383.

December 11-12

WERA ROAD RACE
Texas World Spdwy., College Station, TX. Bracket racing on Saturday, along with prac and heats. Finals on Sunday. Saturday night live concert. Mini bike and antique races. 713/693-2500; 215/732-2128.

DIRT DIGGERS HOPETOWN GP
Hopetown, Simi Valley, Calif. $12 mail entry/$100 post. Sat.: 100/125/200/250cc's. 2/Sase to DDMC, 8228 Sale Ave., Canoga Pk., CA. 91304. 213/887-6684, (7-9:30 pm). Sun.: 350-500-Open-Hack-OT & PP. Entry and 2/Sase to DDMC, Kirkcolm Ct., Northridge, CA. 91326. 213/368-1843 (7-9:30 pm). Rain or shine. No dogs, no bicycles, no camping. No cd. or memb. req. AMA sanction. IRRCC. (ATTENTION: Also Special Dinosaur class on Sunday).

December 12

CRC SANTA CLAUS ENDURO
Lucerne Vly., Calif., Camp Rock rd. Two easy loops, emphasis on time keeping. 100% trophies from Santa, surprises to all kids. Women, minis & C riders under 16 go one loop, others two loops. Pre-entry $12 plus two SASE to 7601 Arlington, Riverside, CA 92503, $10 for CRC members. Two & three man teams add $1, family teams free. Post entry $15. (714) 689-6114 days.

AME MX
Indian Dunes Park, Valencia, CA. 805/259-8000.

CMC MX
Carlsbad Rcwy., Carlsbad, CA. 714/727-1171.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. 213/832-6844 or 213/547-1818.

D-37 DUAL ERO-SCRAMBLES
Shadow Mtn., CA. Limed from Adelanto on Hwy. 395, also from Hi Vista. Entry $7. Start 9 a.m. Hilltoppers and Desert Donkey MC. Beginners, pie plates, sidehacks welcome. Final D-37 race of 1976. Desert Donkey MC, Box 6212, Torrance, CA. 90504. 213/964-5668.

BOSS-CMC SEMI-PRO MX
Sacto OHV Park, CA. Nov. race 8:30; Pro., Int. race 1:00 p.m. Entry $8-$15. 30% brass. 100% Pay-bck. all classes. Write 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

VOTE/KCOTA TRIALS
Trail ride, school, trial. Free entry. 10 a.m. start. North of Vly., call for info. Boyd 213/780-6300.

BEGINNER ENDURO
Weatherford, TX. Flying P Ranch. Key time 9:00 a.m. Entry $5. Write 8604 Calmont, Ft. Worth, TX. 76116. Approx. 50 mi. long. Trailblazers MC. 817/249-2282.

DRA RARE DESERT SCRAM.
Red Mtn. Area, limed from Hwy. 395 and Trona Rd., CA. 8 a.m. start for 0-200 Beg., Beg., Powder Puffs, Minis. 9:20 a.m. start for 250 & Open Beg., all senior Beg. 10:40 a.m. starts for 0-200 Nov., all senior Nov, all Powder Puff Nov. Noon start for 250 & Open Nov. 1:20 p.m. start for all Am. and Exp. 20% brass, finish pins. SCAT Comm. $395 purse. Photos. Ambulance. 714/373-4647.

AMC MOTOCROSS
Saddleback Park, Orange, Calif. Gate open 7:30 am, prac. 8-9, race 9:30 am. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 30% same day brass. 100% Pro p.b. 714/581-2778.

HILLCLIMB
De Anza Park, Sunnymead, CA. Located 10 mi. east of Riverside on Hwy. 60, Theodore exit. New virgin hill. $100.00 to first rider over top. Super Hill, Stock, Modified classes plus 250-360 Stock beginners class. Silencers, kill switches req. Sign 7:00 a.m. Gate $3; entry $6; spec. $2. 714/653-5840 or 653-2633 or 653-7979.

ITA OBSERVED TRIALS
Saddleback Park, Orange, CA. First Annual French Championship Series. All riders welcome. Easy sections for kids, Beg. & Women. Dirt & enduro bikes may be used. Hard sec. for Nov/Am/Ex. Prizes for everyone that rides all five events of the series. Tires & tubes, gloves, Renthal bars, spark plugs. ITA 714/879-0570, 879-0570.

MOTOCROSS
Antelope Creek, Borger, TX. 806/273-6571, 857-3733.

AMA MX
Centex MX Park, Cameron, TX. 512/446-3282.

MOTOCROSS
Coal Creek Rcwy., Lafayette, CO. 303/443-0825.

MOTOCROSS
Cycleland MX Park, Roland, OK. Am, Exp, Mini. 501/783-5822, 646-2148.

CMC MOTOCROSS
Mountain High Int'l MX Track, North Fork, CA. From South, Hwy. 41 through Fresno, 22 mi. to O'Neals, N Fork turnoff, follow signs 16 mi. to track. Gate open 6:30 am, prac. 9. $7 mail entry, $9 post. Pros $15. 100% Pro p.b., 30% brass. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

$750 MOTOCROSS
Rabbit Run MX Park, Exit 27, US 75 North, $250 per class with 15 rider minimum. Trophies to 5 places for ams. Sign 8 a.m.; race 10 a.m. 214/348-8110.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy. 71 at Lagonia, Elsinore, CA. 714/674-5383 or 714/826-2386.

MOTOCROSS
Phoenix, AZ. 602/992-0359.

MOTOCROSS
DeAnza Park, Sunnymead, CA. 714/653-2633, 735-1301.

ECRA MX
Racing World/Escape Country, Trabuco Cyn., CA. I-405 to east on El Toro, 7 mi. to right @ Cook's Corner, then 5 mi. Entry $7 membs., $10 non-membs. Start 9:30 a.m. 30% brass. 714/581-6400.

MOTOCROSS
Swan, TX., Hwy. 69, 2 mi. south of Int. 20 btwn. Dallas and Shreveport, follow signs. 11:00 a.m. $6. 214/454-2736, 214/595-3409.

MOTOCROSS
County Line Cycle Park, Irving, TX. Pro, Am. 214/438-1919, 817/461-3710.

D-36 WSRA HARE SCRAMBLES
161 kilometers, Fernley, NV Int. 80 to north end of Winnemucca Dry Lake Bed. Pre entry $15 post entry $20, pre entry closes Dec. 7, no refunds. Start 10:00 a.m. 702/358-0170 or 972-7295.

December 15

CMC NIGHT MX
Orange Cty. Int. Rcwy., Irvine, CA. 714/559-0199.

DIRT TRACK
Half mile, short track, TT. Corona Rcwy., Corona, CA. 714/735-1705, 689-1913.

CYCLE NEWS CLOSES
Christmas vacation for Cycle News starts. Offices vacant until Dec. 31. Don't call, don't write, and don't read. Just hang on 'til the 31st. 213/427-7433.

December 16

CMC MX
Ascot Park, Gardena, CA. 213/323-1142.

December 17

CMC NIGHT MX
Fremont Rcwy., Fremont, CA. Hwy. 17 at Durham Rd. Gates open 4:30 p.m.; prac. 5:30; race 7 p.m. All usual classes, plus Old Timers, Vets, Minis. Pros $10, others $6. 150% Pro pay bck., 30% brass, $3000 med. ins. 415/881-1039.

RACE MX
Corona Rcwy., Corona, CA. 714/735-1705.

December 18

INDOOR SHORT TRACK
Benton Cty. Fairgrounds, 110 SW 53rd St., Corvallis, Ore. Fifth Winter Series. Prac. 7 pm, race 8 pm. Entry $3.50/extra class $2/Pros $5. Minis-500cc. 503/753-0923, 757-1034.

SAM MX
Saddleback Prk., Orange, CA. 714/558-1584.

ECRA SANTA CLAUS SERIES MX
Racing World/Escape Country, Trabuco Cyn., CA. I-405 to east on El Toro, 7 mi. to right @ Cook's Corner, then 5 mi. Entry $7 membs., $10 non-membs. Prizes for leaders. Best 7 of 10 races count, Oct. 16, 23, 30; Nov. 6, 13, 20, 27; Dec. 4, 11, 18. 714/581-6400.

R.A.C.E. MX
Corona Rcwy., Corona, CA., off 91 Frwy. Gate opens 8:00 a.m.; prac. 9:00; race 10:00 a.m. 714/735-1705, 689-1913.

TEAM MARATHON
Knob Hill Ranch Cycle Park, San Mateo County, CA. Write Box 540, Pescadero, CA 94060. 879-0298.

December 19

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy. 71 at Lagonia, Elsinore, CA. 714/674-5383 or 714/826-2386.

ECRA MX
Racing World/Escape Country, Trabuco Cyn., CA. I-405 to east on El Toro, 7 mi. to right @ Cook's Corner, then 5 mi. Entry $7 membs., $10 non-membs. Start 9:30 a.m. 30% brass. 714/581-6400.

AMC MOTOCROSS
DeAnza Park, Sunnymead, Calif. Gate open 7 am, prac. 8-9, race 9:30 am. No mial entry. $7/$12 post, $2 extra non-memb. $3000 med. cov. 30% same day brass. 100% Pro p.b. 714/581-2778.

MOTOCROSS
Deschutes Cycle Park, 65147 N. Hwy. 97, Bend, OR, halfway btwn. Redmond and Bend on Hwy. 97. 9:30 a.m. Entry $7, $10 for Pro. New owners. 503/389-3334.

MOTOCROSS
Desert Wheels MC, Edwards Air Force Base, corner Forbes and Lancaster Ave., Box 37, Edwards, CA. 93523. Take Hwy. 14 to Rosamond, take Rosamond Blvd. to Edwards. Sign 7-8:30 a.m.; race 9:00 a.m. Entry $6, $8 Exp. Same day brass 33%, gift certificate to 1st & 2nd place Exp. Free camping. Spectators free. 805/258-4250.

MOTOCROSS
Mosier Valley MX Park, Euless, TX. Pro, Am. 817/267-9153.

ITA OBSERVED TRIALS
Saddleback Park, Orange, CA. First Annual French Championship Series. All riders welcome. Easy sections for kids, Beg. & Women. Dirt & enduro bikes may be used. Hard sec. for Nov/Am/Ex. Prizes for everyone that rides all five events of the series. Tires & tubes, gloves, Renthal bars, spark plugs. ITA 714/879-0570, 879-0570.

BOSS-CMC SEMI-PRO MX
Helvetia Prk., Harbor Blvd., West Sacto. 7 mi. along river. Santa Claus MX. 100% sprtsmn. brass. Entry $8-$15. Nov. sign 7, race 8:30 a.m. Pro., Int. sign by noon, race 1:00 p.m. Write 2210 Kimwood Ln., Rancho Cordova, CA. 95670. 916/635-5240.

AMA MX
Carlsbad Rcwy., Carlsbad, CA. 714/727-1171.

MOTOCROSS
Austin MX Park, Austin, TX. Pro, Amateur. 512/443-4353.

December 22

CMC NIGHT MX
Orange Cty. Int. Rcwy., Irvine, CA. 714/559-0199.

DIRT TRACK
Half mile, short track, TT. Corona Rcwy., Corona, CA. 714/735-1705. 689-1913.

December 22-23

RUSS DARNELL MX SCHOOL
Sears P/t. Rcwy., Sonoma, CA. Limited entry, $30. Gift certificates available — give school as a present. Class runs from 9:00 a.m. to 3:30 p.m. 213/249-5032 or 367-1722 for reservations.

December 23

CMC MX
Ascot Park, Gardena, CA. 213/323-1142.

December 24

NIGHT MX
Fremont Rcwy., Fremont, CA. 415/881-1039, 278-4269.

December 26

CMC MX
Carlsbad Rcwy., Carlsbad, CA. 714/727-1171.

MOTOCROSS
Cycle Haven Park, Long Beach, CA. 213/832-6844 or 213/547-1818.

MOTOCROSS
Lake Whitney Cycle Ranch, Lake Whitney, TX. 817/694-2901.

AMC MOTOCROSS
Saddleback Park, Orange, Calif. Gate open 7:30 am, prac. 8-9, race 9:30 am. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 30% same day brass. 100% Pro p.b. 714/581-2778.

MOTOCROSS
County Line Cycle Park, Irving, TX. Pro, Am. 214/438-1919, 817/461-3710.

MOTOCROSS
Swan, TX., Hwy. 69, 2 mi. south of Int. 20 btwn. Dallas and Shreveport, follow signs. 11:00 a.m. $6. 214/454-2736, 214/595-3409.

December 28-29

RUSS DARNELL MX SCHOOL
Saddleback Prk., Orange, CA. Limited entry, $30. Gift certificates available — give school as present. Class runs from 9:00 a.m. to 3:30 p.m. 213/249-5032 or 367-1722 for reservations.

December 30-31

RUSS DARNELL MX SCHOOL
Indian Dunes Park, Valencia, CA. Limited entry, $30. Gift certificates available — give school as present. Class runs from 9:00 a.m. to 3:30 p.m. 213/249-5032 or 367-1722 for reservatins.

December 31

CYCLE NEWS OPENS
Christmas vacation for Cycle News ends. Call, write, read. Go for it in 1977. 213/427-7433.

NIGHT MX
Fremont Rcwy., 415/881-1039, 278-4269.

1977 F.I.M. Schedule World Championship Road Races

March 20	125; 250; 350; 500cc	San Carlos; Venezuela
May 1	50; 125; 350; 500cc	Salzburgring; Austria
May 7-8	All classes	Hockenheim; Germany
May 15	50; 125; 250; 350; 500cc	Monza; Italy
May 12-22	50; 125; 250; 350	Madrid; Spain
May 29	125; 250; 350; 500cc; sidecars	Paul Ricard; France
June 19	50; 125; 250; 350cc	Opatija; Yugoslavia
June 25	All classes	Asen; Holland
July 3	50; 125; 250; 500cc; sidecars	Francorchamps; Belgium
July 23-24	50; 125; 250; 350; 500cc	Anderstorp; Sweden
July 29-31	125; 250; 350; 500cc	Imatra; Finland
August 8	250; 350; 500cc sidecars	Brno; USSR
August 14	125; 250; 350; 500cc; sidecars	Silverstone; U.K.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Don't Send Christmas cards . . reach 65,000 friends this way.

Here's the deal:

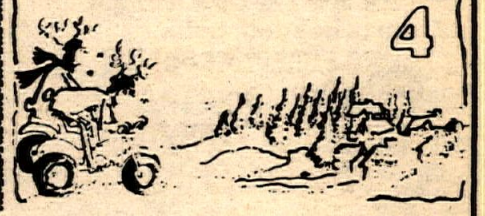
We will give you any one of these ads expressing appreciation to your customers for only $25 each. (Reg. $36.50)

The special part: You can run this ad in any or all of our December issues! But hurry! Christmas will be here before you know it!

Season's Greetings
to our customers & friends
2
(your name, address, phone no.)

Seasons
Greetings
3
to our customers & friends
(your name, address, phone no.)

Merry Christmas
to our customers & friends
(your name, address, phone no.)
4



Seasons Greetings
to my customers & friends
5
(your name, address, phone no.)

Seasons
Greetings
to our customers & friends
6
(your name, address, phone no.)

Just fill out the coupon below and rush it to:

Cycle News West
Advertising Dept.
P.O. Box 498
Long Beach, CA 90801

Cycle News Instant Christmas Greeting

I am enclosing $_____ for _____ Ad(s) to appear in _____
☐ Issue 48 ☐ Issue 49 ☐ Issue 50 ☐ Please bill my account

Circle your ad choice
No. 1 No. 2 No. 3 No. 4 No. 5 No. 6

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

WANT ADS

Help Wanted

Honda parts & counter sales
Excellent opportunity with growing store. Permanent position, good pay & benefits. Call for interview. Honda Temple City (213) 287-0781. (48/2x)

Mechanic wanted
4 years Honda experience a must. Good salary & fringe benefits. Call Honda Del Rey (213) 391-6217. (48/TFN)

WANTED:
Welder, tube bender, experience in motorcycle exhaust a must. (714) 635-0850. (48)

Harley-Davidson mechanic opening
Set up and custom work. Call R. Hutchins (213) 749-6235 L.A. H.D. (32/TFN)

C.Z. parts needed, help
Late red frame, swingarm, long travel forks, new clutch, plastic air box. Mail prices & condition or call after 4:00 p.m. W.E. Troop, 4527 Ave. Calafia, Oceanside, Calif. 92054. (714) 433-5961. (48)

'75 Maico 4 spd. '72 CZ
Both 250's, many extras both bikes. $850 Maico. $350 CZ or both for $1,050. Call for mo info (213) 892-7376. (48)

'73 YAMAHA 360 MX, must sell — best offer. (213) 894-7986. (48)

'71 Husky 400
Good Christmas present, never had to walk home, Curnutts, excellent condition, $550.00. (714) 870-9196. (48)

TX500 YAMAHA, 8-valve, 1973, low mileage, excellent condition, extras, $695. (714) 893-6632. (48)

'76 RM 250
Phase 2, Metzeler, spare parts. This bike is fast and clean. Going to Open class. $825.00 or best. (714) 595-3973. (48)

'76 YZ 250 monoshock
Rarely ridden so mechanically almost new. Completely stock. Make offer. (213) 782-7652. (48)

1974 Yamaha YZ80
Original, like new, ridden 50 miles, $450.00. Went to another hobby. Machine isn't thrashed! Call (213) 257-0441, anytime day or night! (48)

TRIUMPH PARTS: INVENTORY OF 1963 — 1971 parts and 15 bikes. Including: 1971-TR6-650cc, Rickman/Metisse — 650cc Hindal — 650cc all with new engines. Redline 650cc/750cc barrels/Barnes wheels. 650cc chopper/hard tail/16 inch rear wheel, plus many more. See and make offer. Write: Cycle News, P.O. Box 498 Dept. GDM, Long Beach, California 90801. (48)

CR125 parts — used once
GP Konis/S&W springs, $40. Radial head, $20. S&W fork springs, $5. Also trick '75 CR125. Best offer takes. (213) 861-9696. (48)

'74 KAWASAKI KX-250. NEW BARS, levers, Wirges pipe, bore job and rebuilt lower end, $400.00. Must sell, also new 12" S&W shocks (75 lb.) — $30.00. (213) 281-5471. (48)

Xmas special TZ-250
Fresh crank & pistons, much gearing, extras. $1500. Start preparing for Daytona now. Call Charles Dolan after 5 or weekends (714) 751-7913. (48/3x)

Yam., Husky, Yam.
360 MX Yamaha, $550.00. .74 HUSKY 400 WR, $795.00. 125 Yamaha, $375.00. (714) 527-5640. (48)

FOR SALE: 100 pairs of major brand children's leather motocross pants, lined and padded, three sizes, two colors, $750.00. (213) 331-6130. (47/2x)

'76-TT-500
Rotect equipped — desert ready, 38 Mikuni, new chain/tires — perfect condition, $1075.00. (213) 531-3428. (48)

1975 Kawasaki 750 H2, 6000M
New Dunlop K-81's; Denco springs & clubmans; Denselube sprokcet; Filtron filters; Amco rank & adjustable, padded backrest; immaculate, mint condition; red metalflake. $1350.00. Call Jorge (206) 582-1873. (48)

BMW 1951, R25
Complete and running, craven rack, R-26 shop manual — 1976 tags. $1500.00 or ? (505) 758-3088 or (505) 758-9184. (48)

'75 CZ 250 GP
G.P. porting, LTR, air forks, pipe, extras, immac. $750.00. (714) 735-8808. (48)

Journeyman Smuggler trailer
1974, 20 ft., dual axle, xln't. condition, seldom used, fully equipped, many xtras. $3700 or best offer. Call after 5 p.m. (805) 527-9607. (48/4x)

'74 "Smuggler" trailer 18'
Fully contained, carries 5 bikes, 40 gallons. (714) 998-5878. (48)

1974 Maico 400
Blown up engine, 8½" travel Wheelsmith air forks, Konis, new tires, Wheelsmith pegs, Yamaha front brake. Sell it all for $250. Call after 5:00 (714) 346-7989. (48)

Parts
Yamaha 125, 250, 360; Cylinders, forks, case halves, '72-'74, 250 MX rear hub, misc. engine parts; will ship anywhere. Call after 5:00 p.m. (714) 246-8181. (48)

'76 RM 250 Suzuki
Mild porting, Metzelers front & rear, new paint, clean. $600.00. Eves after 5:30 (213) 845-9928 or (213) 848-6176. (48)

CB360T in super condition
Perfect CB360, maintained by Honda mechanic/owner. Fine transport machine. New tires, shocks, cherry. Call btwn. 7 & 10 p.m. (714) 870-6443. (47/TFN)

Cycle trailers . . . $176 & up
Major brand 2 & 3 rail + custom 4 & 5 rail trailers — small or large wheels. Hitches installed. Call for LOWEST PRICES. MSC (213) 767-1757. (34/T.O.)

Wanted: Yamaha TZ700 or 750
Will pay cash for used Yamaha TZ700 or 750 roadracer, prefer one needing work. Jim Neuenschwanders, 110 Michigan #75, Lawrence, KS 66044. (913) 841-4768. (48/2x)

Attention dealers
Small inventory of Bultaco & Kawasaki parts at below dealer prices. Call (213) 423-1433, ask for Clay Masters. (48/2x)

WANTED — ZUNDAPP LITERATURE, catalogs, sales pamphlets, parts books, dealer signs, etc. Jim Barton, 826 W. 29th St., Indpendence, MO 64055. (816) 254-2822. (48)

'74 IMPALA CHEVROLET, 4 DR. HARD TOP, automatic, power steering/brakes, factory air. Needs minimal body work, runs good. $1750.00 or B/O. Datsun 2000, 5 speed convertible, runs good, needs minimal body work. $1750.00 or B/O. Holiday Rambler trailer 20', fully self contained, 1966, in very good condition. $3250.00 or B/O. (213) 677-6026. (48)

'71 Bultaco 250 Matador
Low mileage, good condition. Must see to appreciate. Set up for off road, but have street accessories, $300.00. (213) 767-0105. (48)

Business for sale
Established motorcycle mail order business, exclusive fiberglass fairings, seats, etc. No manufacturer. Available for a very fair price. (213) 649-4280. (48/2x)

TZ 250 YAM. NEW SLICKS, disc brake and crank. Excellent cond. with many spares, $1100.00. Merry Christmas. (213) 352-6871. (47/4x)

Yamaha leathers
Brand new — never worn. Size 30. Must sell — $65. Evenings (714) 842-8434. (48/TFN)

'73 Honda 250 Elsinore
Excellent condition, just rebuilt low and top end, very fast, lots of extras. $600 or offer. Evenings, must sell. (213) 377-3767. (48)

'75 RD350 Yamaha new, $400
Minor fire damage, needs tires, seat, lights, some paint. Brand new, never ran. (213) 887-6226. (48)

'73 Honda Elsinore 125, $395
Ported, 34 Mikuni, F/M shocks, rblt., good cond. (213) 926-4580. (48)

4th: '76 AMA Novice RR pts.
TZ250: Light, fast, reliable, Hunt disc, Cerianis, sp½ares, gearing. Fresh motor, tires, chain, fairing, pipes, frame struts, Kroeber. $1900. Call Dave (415) 388-6324 or (415) 453-8595. (48)

'73 Suzuki TM250
Excellent cond. Curnutts, good tires. Asking $400.00. (213) 866-0858. (48)

'71 Bultaco 250 Pursang
Ridden only several times since new. Orig. and immac. cond. Very fast! Must sell this week. $480.00/offer. Days (213) 439-3333, nights (213) 424-6404. (48)

'75 360CR Husky & trailer
Bike & 3 rail trailer, both in excellent cond. $1500 or best offer. (213) 323-2003. (48)

Ride trials
on this beautiful Bultaco 250 Sherpa T. Like new, many extras. Must see, $450.00. 1970 Yamaha — excellent cond. — $250.00. (714) 539-4198. (48)

'75 Maico 440 WR
Cantilever swingarm — 15 in. Works shocks — 2½° Triple clamps — up pipe — Vesco tank & more. $1050.00 or best offer. (213) 425-2533. (48)

'71 Yamaha 175 enduro
Street or dirt, '76-77 license plates, good condition, original owner, only 1800 miles, $275.00— best offer. (714) 535-4474. (48)

Penton KTM MC5 alloy side Panels & inner fenders
New light weight alloy inner fenders, won't break like stock, clears chain and pipe, matches side panels, only $14.95 each. Dealer inquiries invited. Trails End, 16394 E. 14th St., San Leandro, CA. 94578. 415/278-1565. COMING SOON MC5 skip plates. (48)

YZ80B, $325.00. YZ80C, $385.00. 1975 INDIAN 3X50R, $350.00. Call (213) 675-5290. (48)

Trackmaster Triumph
Late model, extra gears, Cerianis, ARD frame is perfect with only a few races in Arizona & Adelanto. $1000. Call after 8:00 p.m. or weekend, ask for Stewart (213) 893-5158. (47)

Now in stock
YZ 250s, YZ 400s, YZ 125Xs, XS 750Ds, XT 500Ds, TT 500Ds, RD 400Ds & IT 400Cs. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244.

'74, 250 CZ. COW TRAILED few miles, mint condition. Mikuni, skid plate, kick stand + more. $475. (213) 363-4303. (48)

YAMAHA 1975, 400 MX. Excellent condition, $775.00. (213) 829-2322. (48)

1973 Maico 400 radial
Never raced, immaculate condition. Stock except for Wheelsmith pipe, (no dents) and Konis. The ultimate cow trailer, $475. (714) 499-1186. (48)

Triumph half-miler
Trackmaster frame, Axtel head, Mikunis, Barnes wheel & disc, ARD magento, Cerianis and Bilsteins, sujper clean, $1,200.00. Excellent Junior rig. (505) 299-6573. (48)

WORKS PERFORMANCE shocks. (213) 476-4030. (48)

Trials '75 Yamaha 250
Excellent condition — $350.00 or best offer. (213) 790-4565. (48)

Old lady says —
get ride of bike. Bike's good on the track, she's better in the sack. Dallas Baker framed Ossa, $300. Eve. (714) 626-5866. (48)

1976 speedway bike
Specially equipped. Set up by Steve Nutter. $2000. (213) 372-5754. (48)

* Holiday special *
Rickman CR w/Z1 engine, Yoshima exh., dual & single seat options, under 12 K mi., many extras. A bargain at only $2900. (213) 379-4013. (48/2x)

360 HUSKY, EXCELLENT CONDITION, with extras, Motoplat ignition, power valve, etc. $475.00. Call evenings (213) 398-0433. (48)

'74 Yamaha trails, $550
Bike in excellent cndition, like new. Very fast, very smooth. Call Ed Price day (714) 979-7300, nights (714) 751-2651. (48)

Super deal on super bike!
'73, 250cc Bultaco Pursang with Astro specification engine from showroom floor. This bike is still new and very fast!! $150 Tracy air shocks included. Great bike for track or desert. Must sell! Before leaving for Europe, $550 or best offer! (714) 545-0850. (48)

Quit racing '75 Maico 250
Race prepared by Wheelsmith, very fast, Girling gas shocks, alloy tank, new Metzeler, new bars, Yamaha front brake, new chain, DIDs, modified forks, fresh engine. $900. (213) 928-2369. (48/2x)

'75 DT400 Yamaha
Barely ridden, top shape, $900. Call Sally weekdays 9 a.m.-5 p.m., (714) 646-4451 Ext. 274. Eves. and weekends (714) 846-6429. (48)

1976 RM 250
New top end, sprockets, chain, cables, skid plate, S&W shocks, Trickit front, rear tire. Plus Shoei helmet, Heckel boots, jersey, Scott goggles, top condition. $1,000.00. (714) 653-1696. (47/2x)

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All the latest tricks, cantilevered, much invested. Meticulously maintained, stored 8 months, new house forces sale, $850. (714) 493-2793. (48)

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Very fast, Mikuni, Inter-Am bars, Magura throttle, Metzelers, S&W fork springs, Regina clutch chain. $975. (213) 722-0108. (48)

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'76 RM 250
New D.I.D.'s, 8 gauge spokes, chain and sprockets and all cables, 370 tank, Hoss airbox, new front Metzeler, custom rear axle. Better than new! $1,000. (714) 557-5177. (48)

125 HUSKY — NEW TIRES, Profab swingarm, S&W shocks, skid plate, xlnt. condition. Set up for desert and M.X. $650.00. (714) 847-4609 or (714) 531-8094. (48)

'76, 370 Pursang
Ridden 6 times, excellent condition, $1150.00. (213) 679-4251. (48)

'73 Husky 400CR
Vesco, 4 and 2 gal. stock tanks, Mikuni, extended swingarm, 5 inch Curnutts, GP fork dampers, and much more. $675.00. (213) 887-0387. (48)

House forces sale
'73 Yamaha 250 MX, good cond., $450. '71 Yamaha 125 MX, $200. '71 Suzuki TS90, very clean, 850 mi., strt. legal, $200. (805) 252-5291. (48)

'77 Suzuki GS750
Better than new — Plexy fairing — back rack — Avon front tire — wife is terrified of. Will deliver, $1,800.00, that's cheap! (209) 632-5774. (48)

'75 HONDA CR125, VERY FAST, $600. (213) 472-8938. (48)

'74 550GT Suzuki
W/Windjammer fairing, xlnt. condition, $1,000.00. (213) 595-4465 or (213) 531-7829. (49/2x)

'74 Can-Am 175 MX, nice shape
Very well maintained, $350. (213) 377-3598. (48)

'74 Montesa Cota
Runs good, super price, $375. (714) 287-6407. (48)

FOR SALE: '71, 250 OSSA STILETTO. Recent, complete engine rebuild by Hockies. New top & bottom end, crank, clutch & springs, fresh trans. New Boges, front end springs & seals, new 34 Mikuni & K&N. Some extra parts, $450.00. '70, 250 Pursang, excellent condition. Many new parts, Mikuni, clutch, chain, seat, fresh top end, much more, $350.00 or best offer. '72, 125 Pursang, good condition, new top end, clutch, seat, fresh bottom end — $300.00. '73 XR 75, laid down Boges, pipe, good condition, runs good, $300.00. Ask for Gary: Days (213) 436-0315 or after 5:30 (714) 530-5148. (48)

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Yamaha 250 monoshock disc brake type wheel assemblies, new condition, $250 for the set. Call Joe Lachniet at Competition Cycle Parts. (517) 339-8216. (47/4x)

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Forks with bearing races & bearings, complete $60.00 — Arnaco 12" shocks with springs, $10.00 pair. Forks fit 100cc mini-cycles or Hodaka — Eve. after 6:00 p.m. (213) 285-3653. (48)

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Excellent condition, stock, hardly ridden, very fast. After 3 p.m. $650. (213) 676-6869. (48)

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Never raced, ridden 5 times, showroom cond. from the bars to the Barums; 34 Mikuni, $550. (213) 887-9140. (48)

Road racers!
We carry a full line of parts for your TA & TZ Yamahas. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (46/TFN)

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'76 TT kit, Betors, S&W, Hurst-Airhart discs, perfect condition, $1500.00 (503) 773-1462. (47/2x)

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Never ridden — Ceriani forks — Curnutt shocks — 80cc engine — P.P. fenders — 4130 frame — excellent trail or pit bikes — $300.00. Eve. after 6:00 p.m. (213) 285-3653. (48)

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Still under warranty, excellent condition. Need money for down payment on house. 1,200 actual miles, $725.00. Will hold for Christmas. (213) 249-4125. (48)

'74 Suzuki TM 125
Ported, 30mm Mikuni, pipe, brand new Diamond chain. Freshly built motor, much more. Fast, dependable, well maintained, exc. cond. $425 or trade for primo XR-75. A97-L33. (714) 688-9309. (48)

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$700.00. Ask for Gines or Lorne (213) 846-4405 or (213) 848-2623. (48)

5 rail trailer
Custom built — large wheels — $400.00. (213) 876-6992, 874-7837, 874-6598. (48/2x)

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'75 RM125, Miller Mano engine, pipe, DG head, $550. — '74 CR125, ported, pipe, 32mm carb, $450. — Both excellent condition. (714) 673-4518. (48)

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New hours
S & L Yamaha, announces new evening hours. We are now open UNTIL 8 p.m. Monday & Tuesday/evenings for your convenience. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (46/TFN)

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Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

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'74 Suzuki 400, like new
Excellent condition, extras, Full Face helmet & kidney belt included, $650.00. (213) 339-5610. (48)

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Speedometer and tachometer off of AT1 Yam. Also complete lighting assembly. (213) 457-2483. (48)

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Kawasaki — Cerianis, Mulhollands, 44mm carb, Barnes wheels, TT & half mile set up. Super fast, $1300.00. Excellent pro racer. (714) 889-3012 or (714) 883-1141. (47/2x)

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Goodyear tires, Boge suspension, disc brake rear, front drum. Will accept 250, 360, or 500 Yamaha engines. Call Bob (801) 393-4961. (48)

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TZ 350 crank, heads-barrels by Harry Hunt, T-M expansion chambers, K-81 rear, KR76 front, Konis, K-N air filter, rear sets, + stock pegs + spare barrels heads and new pistons. (714) 347-7708 day, ask for Dan (47/3x)

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Ridden three times, perfect condition, offer. (805) 969-2106. (48)

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1973 Husky 450. Set up for desert, good cond., $500. 1973 Hodaka 125, ported and C.P.W. pipe, $300. 1974 Hodaka 100 Dirt Squirt, excellent cond., $275. (213) 370-4255. (48/2x)

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Many extras, xlnt. cond., Vesco tank, CR pipe, $795.00. (714) 633-7802. (48)

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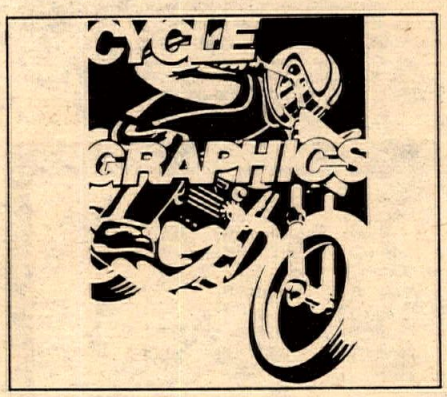

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'75, 360 HUSKY GP
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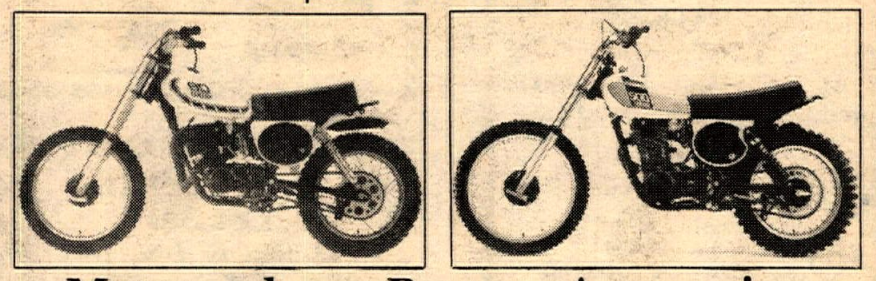

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'74½ Husky 250 CR
Clean, quick, Konis, long travel suspension, low hours, never raced, excellent condition, $700 O.B.O. Call evenings & weekends (213) 931-0327 or (213) 936-3900. (48)

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300 actual miles. Desert Phantom swingarm, Koni gas shocks, 8½" travel forks, immaculate. Injury forces sale, $1100.00. After 6 p.m. (714) 995-3576. (48)

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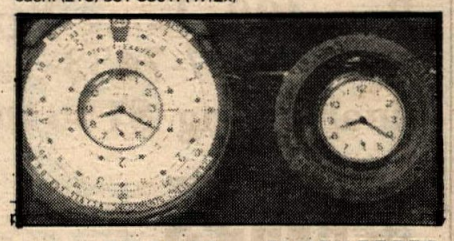

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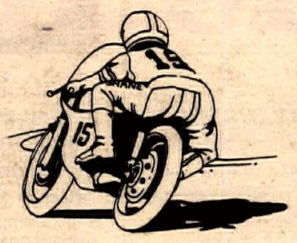

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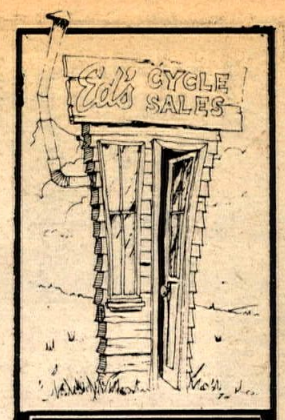

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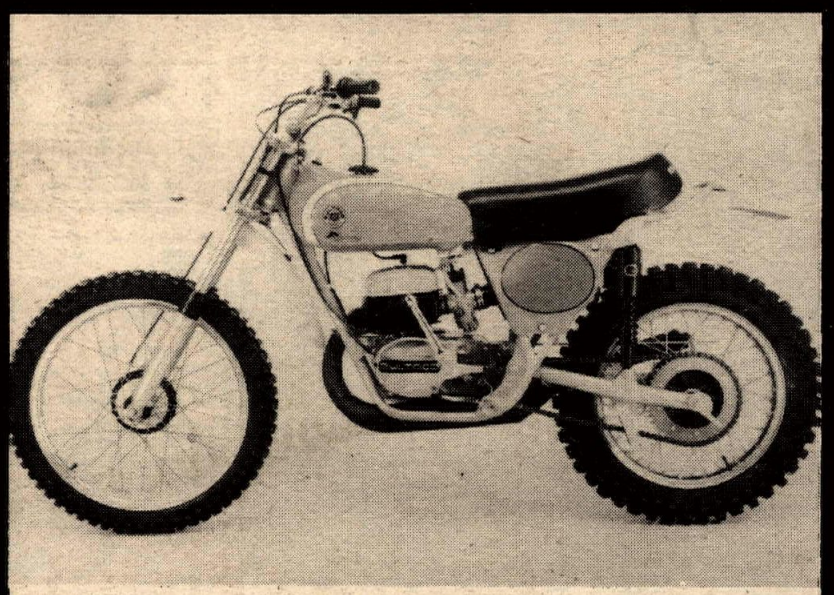

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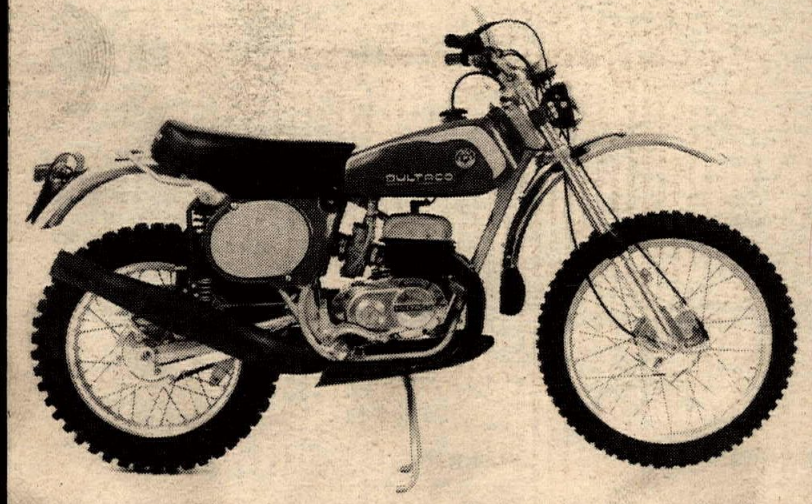

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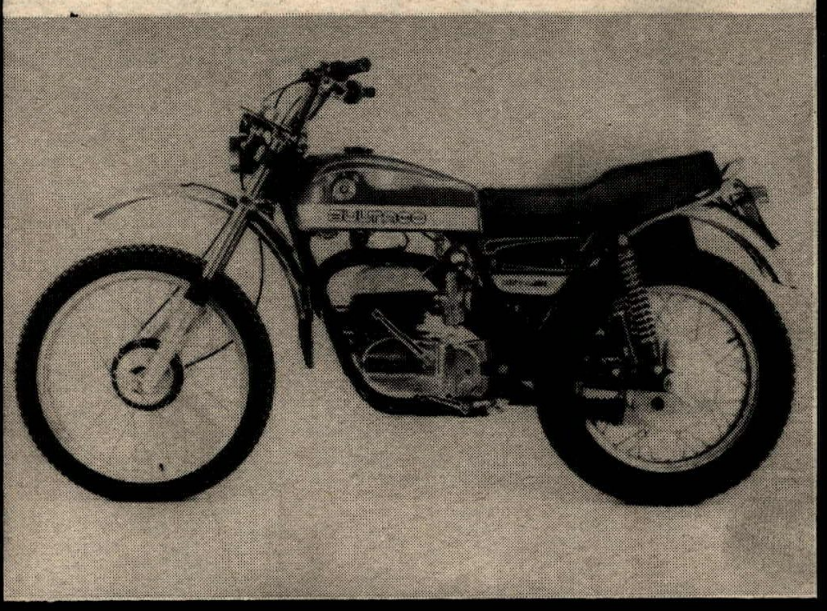

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